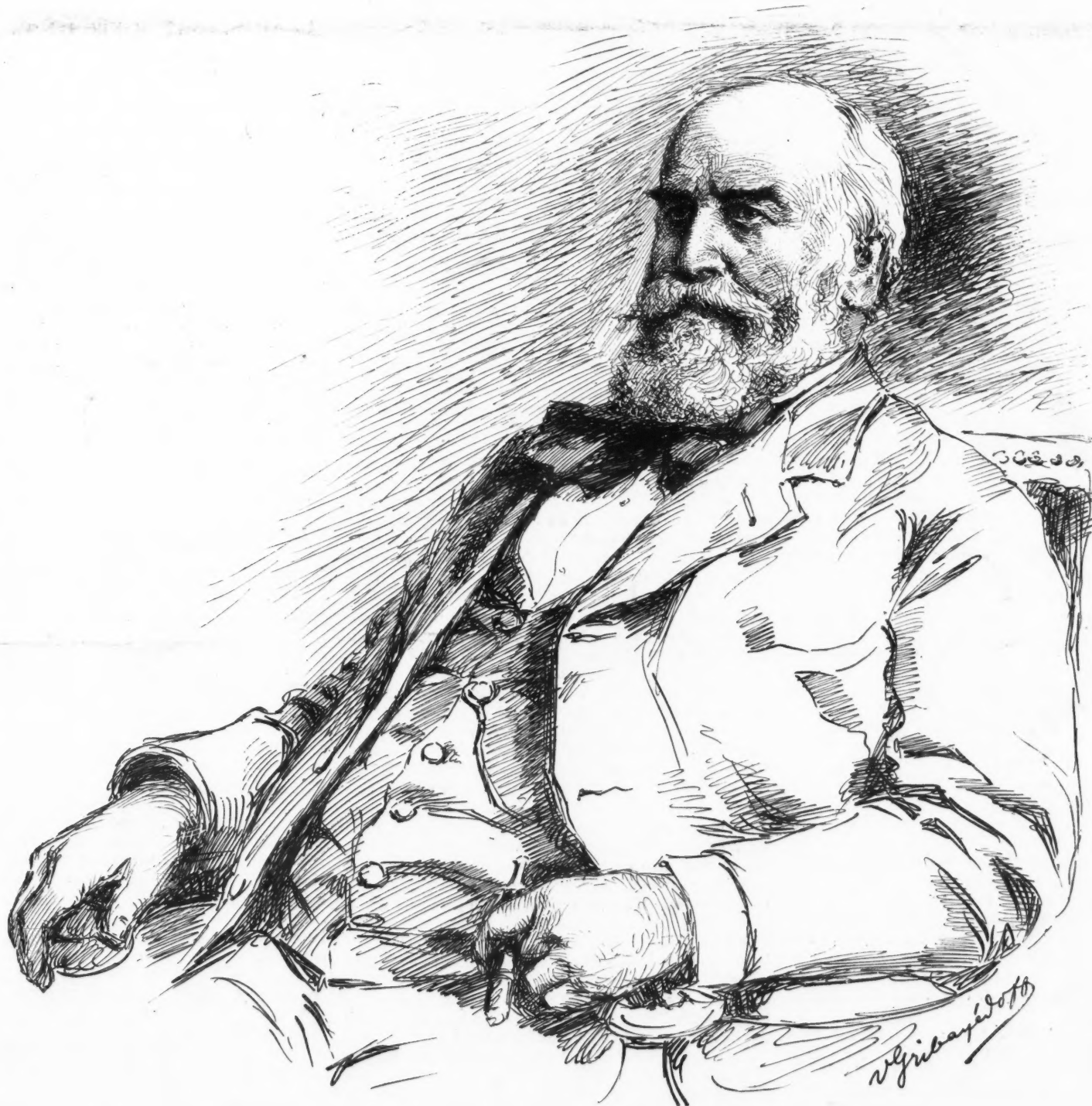


FRANK LESLIE'S ILLUSTRATED WEEKLY

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NEW YORK, APRIL 20, 1893

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HON. CARTER H. HARRISON, MAYOR-ELECT OF CHICAGO.

WHAT I PURPOSE TO DO AS MAYOR OF CHICAGO.

It is with great pleasure that I comply with the request of the editor of FRANK LESLIE'S WEEKLY to outline, for the information of its wide circle of readers, the policy which will animate me in my labor as chief executive of Chicago. The fact that the request was made by the editor of a paper not published in Chicago shows that the government of this city is properly regarded as a matter of national—even of international—concern this summer. From all parts of the world people will flock to Chicago. The impressions which they may carry away with them will be of serious importance to the good name of American municipalities, for Chicago

will properly be regarded by them as a typical city of the United States, of the first class. In entering upon the task of so governing the city that these departing guests may testify to its healthfulness, cleanliness, and good order, I do not in the least underestimate the magnitude of the task nor the extent of the responsibility I have assumed. At the outset, however, I am cheered by the reflection that the election returns show a great majority of the people of the city heartily in accord with my principles. To these friends within the city, and to the hosts of friends without, who have sent me their words of God-speed, I extend my hearty thanks for

their assistance in the past and their assurances of support in the work to come.

I shall enter upon my duties as mayor with thorough confidence in the strength of my resolution to administer the affairs of the city on true business principles. I regard Chicago as a mighty business corporation, not a political one. For the purpose, however, of having unity of action, I honestly believe that political cohesion is necessary in a free government to the carrying out of business principles in a great municipality. No man can be a statesman who is not also an acute politician. He may be

(Continued on page 246.)

LESLIE'S WEEKLY.

W. J. ARKELL.....Publisher.

NEW YORK, APRIL 20, 1893.

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PHOTOGRAPH OF BABY RUTH.

THERE was such a demand for the issue of FRANK LESLIE'S WEEKLY which contained the handsome picture of Mrs. Cleveland and Baby Ruth that the edition was exhausted within a few days of the day of publication. The publishers, in response to requests from all over the country for the picture, have had photographs made from the original sketch by the well-known photographers, Pach Brothers, of New York. These photographs are cabinet size, and are exceedingly good portraits of little Miss Cleveland and her popular mother. They will be sent, post-paid, on receipt of 25 CENTS EACH.

The money received from the sale of these photographs will be donated by FRANK LESLIE'S WEEKLY to some children's charitable institution in New York City, and such donation might most appropriately be considered in the light of a contribution by her many friends in honor of the "little mistress of the White House."

No photographs of this picture not bearing the imprint of Pach Bros., or the words "Copyrighted by FRANK LESLIE'S WEEKLY," are genuine. Address all orders to the publishers.

ARKELL WEEKLY COMPANY,
110 Fifth Avenue, New York.

WHAT I PURPOSE TO DO AS MAYOR OF CHICAGO.

(Continued from front page.)

a philosophical statesman, he may be a theoretical statesman, but he cannot be an executive one if he be devoid of those characteristics which go to make a keen politician. There is one respect in which my assertion that a municipality is a business corporation must be modified. A city cannot be governed as a wholesale business house is managed. The people of the city are the rulers. The mayor is their servant. In the business house the manager is ruler. His employes must obey or leave his service. A mayor who should attempt to rule a city hall as Marshall Field rules his store would soon find himself in such hot water that he would be powerless to accomplish anything. The man who rules the people of a great city must stoop to conquer. He must yield to many of their whims, must surrender many of his personal ideas, if he hopes to accomplish great things. It is idle to bicker over non-essentials when a prudent yielding may conciliate forces which will aid in the accomplishment of things of importance. With the power which the charter of Chicago gives to the mayor he can do much good. He can lead the people aright so long as he yields to them in little things which they from time to time demand.

It will be my endeavor, as I have already said, to manage the affairs of the city on business principles. Believing as I do in the rule of the majority, I shall endeavor to gratify the ideas of the majority, while I shall perform my duties in accord with the charter of the city and for the permanent advantage of the people of the city.

A problem of prime importance in Chicago, as in other cities, is the maintenance of cleanliness in streets and alleys. A great many people take but a narrow view of this problem. They look upon the business district as the whole city, and are more shocked at a few horses and buggies tied to hitching-posts down-town than they are by wagons filling up the streets at night in outlying districts, or at huge boxes of ashes and garbage, polluting the air in hundreds of streets and alleys.

My earnest endeavor will be, first, to so provide for the cleanliness of the whole city as to preserve the health of the people.

Second, to keep presentable those streets and thoroughfares over which the people travel in going from their places of business to their homes.

Third, to save from shock the visual organs of our "upper ten" who visit Paris, London, and Berlin every two or three years, and compare our dirty streets with the cleanliness of those cities, whose topographies are such that their pavements may be flushed with water nightly and all the accumulated filth of the day swept away into the sewers. It may be remarked, incidentally, that the people who are loudest in comparing Chicago to European towns, to its disparagement, saw only the "show" places of those cities, and never penetrated their back streets. The people who visit Chicago this summer shall find the corresponding streets swept, garnished, and decked in holiday garb, so far as it is in my power.

During this coming season, when there will be such a multitude of visitors from all parts of the globe, I think it will be the duty of the mayor to manage the city on cosmopolitan principles, so as not to throw too great restraint upon foreigners, while we, at the same time, shall maintain order and show to the world the theories and habits indigenous to America and belonging to Americans. In the maintenance of order a well-disciplined and intelligent police force is necessary, and it may be well for me here to note my determination to divorce the police from politics and to make of it an engine of the law alone.

These, in brief, are the ideas which shall guide me in my

coming administration of civic affairs. That I may fall short of complete accomplishment of them is indeed possible. The means at hand are far too limited for the work which is to be done. But I can sincerely assure Chicagoans and the members of that wider community which looks to Chicago as the Mecca of its summer pilgrimage this year, that nothing within my power shall be left undone for keeping the city orderly, healthful, and clean, not only during this Columbian year, but throughout my administration.

Calvin S. Brice

GOOD ROADS IN NEW YORK.



WHEN Roswell P. Flower was a member of Congress he made a sophomoric speech in which he said that many years ago a shoemaker had given him a copy of the Constitution of the United States. This copy, he said, he had carried in his pocket ever since, and had read it through at least once every day. There was a book written once on wise shoemakers. This particular shoemaker is never likely to figure in any similar volume. Had he never given Mr. Flower that copy of the constitution it is possible that the present chief executive officer of the Empire State would never have turned his thoughts toward statesmanship. That this shoemaker should have inclined Mr. Flower toward a public career was not only distinctly unwise, but it was painfully unfortunate.

Now the Constitution of the United States is very well indeed, but from it alone a student cannot obtain a liberal education. Indeed, the study of it by a man of limited education is likely to lead only to misconceptions of its real meaning and purport. Judging by recent official and unofficial writings of Governor Flower, he has not extended his reading much beyond the document given to him by the unlucky shoemaker. Certainly he must have read very little history of his own country or of the rest of the civilized world. If he has read history surely he has not learned its lessons.

The Governor is a friend of the good-road movement. He knows that the roads in New York are disgracefully bad, and he is quite sincere in his desire that these roads should be improved. Notwithstanding this the Governor has, through his shocking ignorance, done the road improvement movement more harm than all of the enemies of progress and ignorant old fogies in the State combined. When Mr. Hill was Governor he recommended that the State should build a road through each county of the State, so that the country people would learn at once how good highways should be built and what their advantages were. This recommendation was embodied in a bill by Senator Richardson, and this bill was likely to become a law at this session of the Legislature. But Governor Flower, not seeing anything in the Constitution of the United States making such action mandatory on the States, has opposed such legislation, and advocated in its stead a law giving the local authorities permission to improve the country roads. Whether such a law be passed or not is of no consequence. Everybody acquainted with the history of civilization knows that good roads have never been made by local effort. In Europe, and in England especially, the betterment of the roads was retarded for a hundred years in the vain effort to get the country people to make the improvements. From the establishment of the United States to this day the common roads in this country have suffered neglect for the same reason. George Washington, Patrick Henry, Alexander Hamilton, and De Witt Clinton, men of whom even Governor Flower has probably heard, were aware of the inability of local authorities to deal with this question, and sought to have the roads administered either by the nation or the States.

But Governor Flower will not occupy the executive chair in Albany for all time. Meanwhile the friends of good roads would do well to keep up the agitation, so that when a man of more knowledge and enlightenment succeeds to the Governorship, something may be done to relieve the people of the State of a severe and unnecessary tax on their industries.

A REMARKABLE INVENTION.

MODERN invention has been largely directed to the multiplications of engines of war capable of enormous destruction, and there is no doubt that the increase in the number and efficiency of such appliances tends greatly to preserve the peace among belligerent nations. Rulers hesitate to go to war when its prosecution, whatever its issue may be, must inevitably involve the most frightful waste of life. But human ingenuity is not entirely employed in devising implements of destruction. It directs its efforts also to the minimizing of the hazards of the soldier by the production of devices for the more effectual resistance of

the agencies of assault. One such invention is just now reported as having been perfected by a German tailor. This is described as a bullet-proof cloth, weighing about six pounds per suit more than ordinary cloth, and absolutely impenetrable. Experiments made for the benefit of staff officers of the German army showed that the cloth, even at two hundred paces, was not only impervious, but actually shattered the bullet. The value of such an invention, if it shall prove to be all that is claimed for it, will be practically incalculable. A soldier clad in such a suit will be as safe as if armored with heavier steel. It will greatly reduce the hazards of the fighting at close quarters, and in this sense its general use will tend to restore the old methods of hand-to-hand fighting, which have, to some extent, disappeared from modern warfare. The London *Spectator* suggests that the invention will revolutionize the method of armoring ships; and if such shall prove to be the case it will certainly rank as the most important and valuable, of its kind, of this remarkably inventive age.

THE SENATOR FROM NOWHERE.

No man in public life to-day occupies a more awkward position than Senator Calvin S. Brice, of Ohio. Some years ago Mr. Brice came to New York to live, keeping up at the same time a legal residence in Ohio. Mr. Brice not only did business actively in New York, but he took an active interest in politics in the city and State of his adoption. He was a man of wealth and influence, and his attitude in both State and national politics was a subject of great interest to his party. Mr. Brice, while living in New York, chose to associate with the regular Democratic organization of the State, variously known as the "Hill Democracy," the "Machine Democracy," and the "Anti-Cleveland Democracy." Doing so, he naturally incurred the disfavor of Mr. Cleveland.

When Mr. Brice was elected to the United States Senate from Ohio an effort was made to discredit him and to have him unseated, by proving that he was a resident of New York at the time of his election. Mr. Brice proved that technically he was a resident of Ohio, and so retained his seat. Having done so, he became the only representative of the Democracy of Ohio in the upper branch of the National Legislature. It has been an unwritten law in the distribution of Federal offices in the past that the Senators should be consulted about all State appointments, if they were in political sympathy with the President. Their advice has not always been taken, but it has always been asked. As the only Democratic Senator from Ohio, Mr. Brice could naturally expect to be consulted in the matter of appointments. But Mr. Cleveland in this, as in many other things, has departed from rule and custom. He regards Mr. Brice not as the representative of Ohio in the Senate, but as a sort of third Senator from New York. The first appointments from Ohio showed the influence of ex-Governor James Campbell and of Allen W. Thurman, who is a possible candidate for the Democratic nomination for Governor of the Buckeye State next fall. Mr. Brice was not allowed to name the first beneficiaries of the new administration in Ohio, and he was not even taken into consultation about them. He cannot expect that he will be consulted about the appointments in New York, for Mr. Cleveland is hardly likely to take into conference the Senators elected from that State, with whom Mr. Brice has been industriously training for so long a time. So, in the matter of appointments, at least, Mr. Brice finds himself in almost the unhappy position of the man without a country. He is the Senator from Nowhere—an elective office-holder without a constituency.

A SIGNIFICANT DECISION.



IT is no doubt within the recollection of our readers that the appointment of the Hon. Howell E. Jackson as an associate justice of the Supreme Court of the United States by President Harrison was vindictively assailed by Mr. Clarkson and a few other Republican malcontents, as a betrayal of the Republican party and its principles. Judge Jackson, it was said, was not only a Democrat, but a partisan Southern Democrat with distinctively Southern ideas as to the authority of the nation, and as such could not be relied upon in any supreme crisis to maintain the ideas which were vindicated by the Civil War. His appointment, these critics exclaimed, was a positive menace to the national stability.

Of course all these violent criticisms had no other inspiration than petty personal hostility to the President. They were entirely without justification in the facts of the case. The appointment was not only warranted by the high equipment, both in point of ability and character, of the appointee, but it was in harmony with sound public policy. Judicial appointments should never be determined by considerations of partisanship. A judiciary constituted on a mere political basis, without primary reference to personal capacity and integrity, can never command popular

confidence. It must always be an instrument of oppression and injustice. It was one of President Harrison's highest claims to distinction that all his appointments to the Bench were dictated by a distinct perception of this important truth.

That the selection of Justice Jackson did not embody the serious danger to American institutions which Mr. Clarkson's keen vision discerned in it, is very conclusively demonstrated by his first decision from the Bench, in which he asserts in the most positive terms the absolute fallacy of the State-sovereignty theory which his assailants expected him to maintain. The question before him was whether a fugitive from justice, surrendered under extradition proceedings by one State to another, may be constitutionally tried in the latter State upon an indictment charging another offense than the one set forth in the warrant of extradition. This precise point had never been presented to the Supreme Court. The appellant claimed that he could be tried only for the crime charged in the warrant of extradition, precisely as if he were a fugitive from justice extradited from a foreign nation. Judge Jackson denies this assumption as altogether unfounded. We quote:

"This proposition assumes, as is broadly claimed, that the States of the Union are independent governments, having the full prerogatives and powers of nations, except what have been conferred upon the general government, and not only have the right to grant, but do, in fact, afford to all persons within their boundaries an asylum as broad and secure as that which independent nations extend over their citizens and inhabitants. The fallacy of the argument lies in the assumption that the States of the Union occupy toward each other, in respect to fugitives from justice, the relation of foreign nations, in the same sense in which the general government stands toward independent sovereignties on that subject. There is nothing in the Constitution or statutes of the United States in reference to interstate rendition of fugitives from justice which can be regarded as establishing any compact between the States of the Union, such as the Ashburton treaty contains, limiting their operation to particular or designated offenses.

Nothing could be more explicit than this decision. It is an unequivocal denial of the State-sovereignty doctrine. And it will carry all the greater weight just because it is the deliverance of a Democratic judge. Coming from a Republican it would have been regarded in some quarters as inspired and colored by partisan prejudice, and its educational influence would have been measurably impaired. We suspect that under the circumstances even the critics who so vehemently denounced Judge Jackson's selection will feel compelled to recognize the force and timeliness of his opinion. It may be doubted, however, whether they will find any satisfaction in the fact which it establishes, that the national judiciary, in whole and in part, is governed in the discharge of its high duties by other considerations than those rancorous partisan prejudices and animosities which a few men, assuming leadership in our politics, do not seem yet to have entirely outgrown.

COMMISSIONER OF PENSIONS LOCHREN.



WILLIAM LOCHREN.

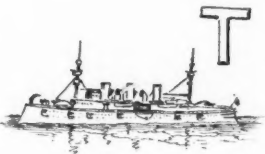
THE new Commissioner of Pensions is going to have as hard a task as any one connected with the Cleveland administration. Of course the regulation of pension payments lies primarily with Congress; but the administration of the laws which Congress passes is in the hands of the Pension Commissioner. While there is a loud outcry among the Democrats about the pension appropriations, it is not likely that there will be a prevailing sentiment in this Congress in favor of changing the pension laws so as to reduce the amount of pensions. If there is to be any reform in the pension system, therefore, it will have to come through the Pension Commissioner. It will lie with him to investigate the charges that men are carried on the pension-roll in large numbers illegally; and to revise the pension-list if he finds these charges to be true. The gentleman whom the President has chosen for this work is Judge William Lochren, a native of Vermont, but for thirty-four years a resident of Minnesota, to which State he removed when twenty-one years of age. He served with distinction in the Civil War, and was the senior officer of the forty men who survived the charge of the three hundred who checked Pickett's onslaught at Gettysburg. After the war Mr. Lochren resumed the practice of the law. In 1882 he was appointed circuit judge by a Republican Governor, and was twice re-elected to that position. He has been twice the Democratic nominee for Senator, and he was unanimously indorsed for the pension commissionership by the Republican Legislature of Minnesota.

THE CHICAGO ELECTION.

THE New York Times raises the question whether, in view of the election of Mr. Carter Harrison as Mayor of Chicago by a majority of nearly twenty thousand, there is a "better element" in that city. Mr. Harrison was denounced all through the canvass as representing everything that was vicious and low in the life of the community. It was vehemently insisted that he would administer his office in the interest of the law-breaking classes, and that he would bring disgrace upon the city at a time when the eyes of the whole world would be focused upon

it, by giving full swing to vice and immorality of every sort. In spite of all these earnest appeals to "the better element" Mr. Harrison was elected. Are we to conclude, therefore, that Chicago is without civic pride; that a majority of its people are in sympathy with a "wide-open policy" as to every form of evil? Or, is it possible that Mr. Harrison's opponents are themselves in a measure responsible for his election? At this distance it looks very much as if the latter conclusion is the just one. Mr. Harrison's opponent, while apparently a cleanly and reputable business man, was not widely known, was not distinguished for intelligence, and did not appeal, on the score of any notable public service, to the patriotism of the community. Besides, the canvass against Mr. Harrison was overdone. He may not be the ideal citizen, but it must be remembered that his former administration possessed some positively good points, and the effort to make him out a monster of iniquity was very naturally regarded in some quarters as outraging justice and fair play. We suspect that these considerations had a good deal of influence in determining the result. Chicago undoubtedly has its "better element," but, like the eminently respectable element in other great communities, it can only be brought to assert itself in the presence of the very gravest crises, and in behalf of distinctively representative champions.

UNCLE SAM'S SUPERB CRUISER "NEW YORK."



THE coming trial of the cruiser *New York* bids fair to be one of the most brilliant performances to the credit of any vessel in the world, merchantman or naval. The indications are that she will make 20.75 knots, and will win for her builders, the Messrs. Cramp, a premium of at least one hundred and fifty thousand dollars for excess of speed over the required twenty knots. There are naval experts—indeed some of them are to be attached to the vessel in the service—who are confident that she will make twenty-one knots, a speed surpassed only on one or two of her spurts by the *City of Paris*, and not equaled by any one of the *New York*'s class of naval vessels, unless it be the English cruiser *Blenheim*, which is about one thousand tons larger than the *New York*. Some of the most enthusiastic of the naval experts predict twenty-one and a half knots for the *New York*, but this is scarcely to be expected. With deep water, a superb atmosphere, and smooth sea, this figure may be approached, but it is not probable that unusually favorable conditions will prevail in every respect.

It is not likely that the *New York* will equal the speed of the *Blenheim* under natural draught—20.4 knots—but under forced draught the American vessel will probably surpass her English rival. The boilers of the *Blenheim* showed themselves leaky after three-quarters of an hour of forced draught, and it was deemed advisable to forego the test. In this trial she was credited with a speed of a little more than twenty-one and a half knots, but if her forced-draught system is unsatisfactory, certainly the *Blenheim* should not be credited with greater speed than that of 20.4 knots. In an actual contest between the two boats, whether in speed or in fighting, the odds would be much in favor of the *New York*.

Success, then, to this splendid product of American enterprise, American ingenuity, and American achievement! And as she plows her way on her official test through old Ocean, may the swelling waves sway gently, the winds blow softly, the sun shine brightly, and the American flag that snaps over the taffrail fray itself into bits as this superb craft makes a world-beating record!

TOPICS OF THE WEEK.

A TEST of the co-operative principle is being made with encouraging success by the workmen in the New England granite industry. This industry, it will be remembered, was greatly demoralized last summer by strikes which entailed serious loss to both employers and employed. The latter finally conceived the idea of going into business on their own account, and, comparatively little capital being required, they established co-operative quarries, which, as one of their officials expresses it, "soon ended the troubles." At this time there are thirteen of these quarries which compete successfully with the manufacturers in supplying granite. This method of settling labor disputes is certainly better than engaging in strikes, and while it is not, for obvious reasons, practicable in all cases, it might be adopted much more frequently than it is with advantage to all the interests concerned.

THESE are lively days in the Post-office Department at Washington. The headman of the concern keeps his axe busily at work, and it is reported that as many as one hundred and thirty four heads of unfortunate office-holders have recently rolled into the basket in a single day. These unfortunates are fourth-class postmasters, who have

charge of the three- and four-hundred-dollar rural offices. In order that the feelings of sensitive persons might not be shocked by the spectacle of wholesale slaughter, orders were issued that no information should be given to the public as to the number of the decapitated, or the circumstances of their taking off. This order, however, was subsequently reconsidered, and now the axe swings once more in the full light of day, and everybody is at liberty to admire the dexterity with which it is used.

To the Editor of *Leslie's Weekly*:—I was for many years a reader of *Harper's Weekly*, but abandoned it when it went over to the Democratic party. Since then I have taken *FRANK LESLIE'S WEEKLY*, which has been a strong Republican paper. But recently I notice that it leans toward the other side, from its illustration of Democratic appointments and its publication of articles like that of Clark Howell, a strong Democrat, etc. Will you be so good as to inform me whether the paper is to be Democratic? If so, myself and many of my friends will stop it.

Yours respectfully, THOMAS S. CLARKSON.

Our only reply to the above is that any American citizen who is so far gone in partisan prejudice that he cannot look with complacency upon the published portraits of political opponents, or appreciate the courtesy which opens the columns of a newspaper to the presentation of views antagonizing its own, hardly deserves to enjoy the benefit of the free institutions whose spirit he so egregiously misconceives. He should migrate to some less civilized country, England, for instance, where men associate only with persons of their own political faith and hold all others to be outcasts and aliens.

IF Messrs. Fassett and Clarkson are at all alive to their duty they will at once initiate measures for disciplining the West Side Republican Club of this city. At a recent banquet of members of this club the name of General Robert E. Lee, the leader of the Confederate armies, was actually cheered! In the course of a brief speech Colonel John S. Wise, himself a former Confederate, made a statement to the effect that General Lee accepted the result of the Civil War as final, and held it to be the duty of every citizen to render absolute allegiance to the national flag. Thereupon, we are told, those misguided Republicans "broke out into wild cheering." We can well imagine how such an exhibition of obliviousness must pain the sensitive soul of Mr. J. Sloat Fassett and those who agree with him. Was not General Lee a red-handed traitor? Did he not resist the national authority until resistance was no longer possible? Why should submission to the inevitable be considered an act worthy of Republican applause? These West Side Republicans must be brought to book.

LITERARY CONTEST NO. 2.

ANOTHER MISSING-WORD COMPETITION.

FOR the benefit of those unfamiliar with these competitions, we repeat to some extent the wording of our first announcement. These word competitions have been the rage in England, and have in some instances been participated in by over 200,000 persons, each person contributing a shilling entrance-fee, and the total amount of the entrance-fees of the 200,000 or more participants being divided equally among those who supplied the missing word. In such cases some one hundred or more successful "word suppliers" received nearly \$500 each.

Here are the terms of the present contest: Each person who wishes to try to supply the missing word in the paragraph that will presently follow must cut out the "Missing-Word Coupon" on this page of *FRANK LESLIE'S WEEKLY*, and with name and address and the missing word plainly written in the proper blank spaces, send the same to this office, together with twenty-five cents in postage-stamps or currency. The total of the entrance-fees will be divided equally among those who correctly supply the missing word. This coupon will be printed in the paper each week until the close of the contest. The contest closes at noon May 1st, and no coupons can be received after that date and hour.

This is the paragraph, which is a quotation from a well-known American author, whose works are to be found in every public, and almost every private, library:

"He has ——— the beard of the King of Spain."

Competitors may make as many attempts as they choose, but each attempt must be made on a coupon taken from this paper and accompanied by the entrance-fee of twenty-five cents. But one correct answer can be credited to the same name.

In addition to their pro-rata shares of the total amount of money received, the *LESLIE* will give the three persons first sending in the correct word \$25, \$15, and \$10 respectively—the first receiving \$25, the second \$15, and the third \$10. To each of the first one hundred persons sending in coupons (whether successful or not), it will give the *LESLIE* photograph of "Mrs. Cleveland and Baby Ruth."

THE MISSING-WORD COUPON.

Entrance-fee to the contest, twenty-five cents in currency or stamps. Cut this coupon out, fill up the blanks, and with the entrance-fee post it to the *Arkell Weekly Company*, 110 Fifth Avenue, New York City.

Name.....

Street.....

Post Office.....

Missing word.....

April 20th, 1893.

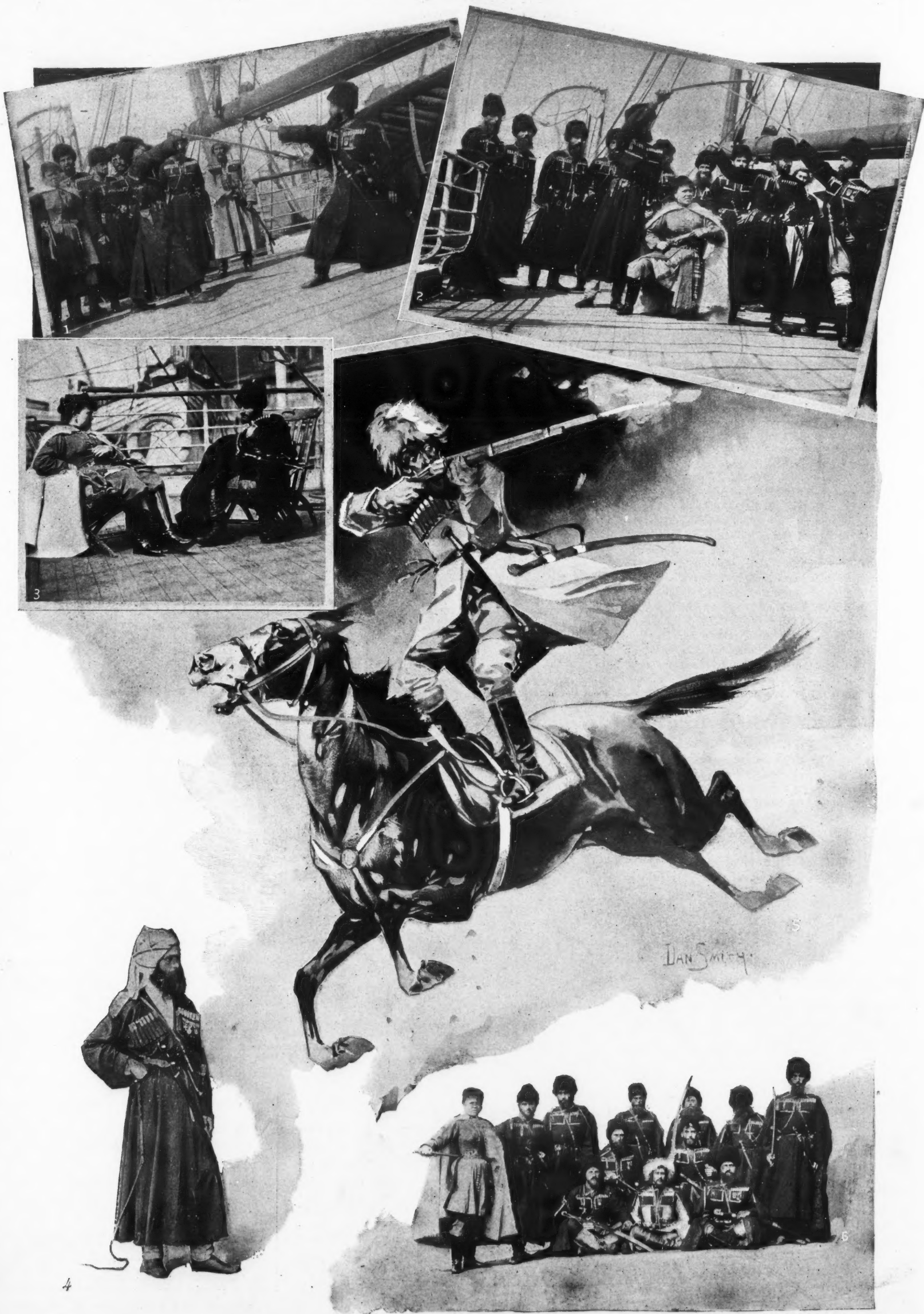
In order that there may be no doubt as to the legality of these contests we append the following official letter, received by the publishers of the *LESLIE*:

"WASHINGTON, D. C., December 22d, 1892.

"DEAR SIR:—General Tyner is absent in New York; hence, I acknowledge the receipt of your letter of the 21st instant.

"The modified advertisement of your 'Missing-word Contest' seems to comply in every particular with the suggestions made by the assistant attorney-general in his letter of the 20th instant. The scheme as it now stands does not in any wise conflict with the provisions of the lottery law.

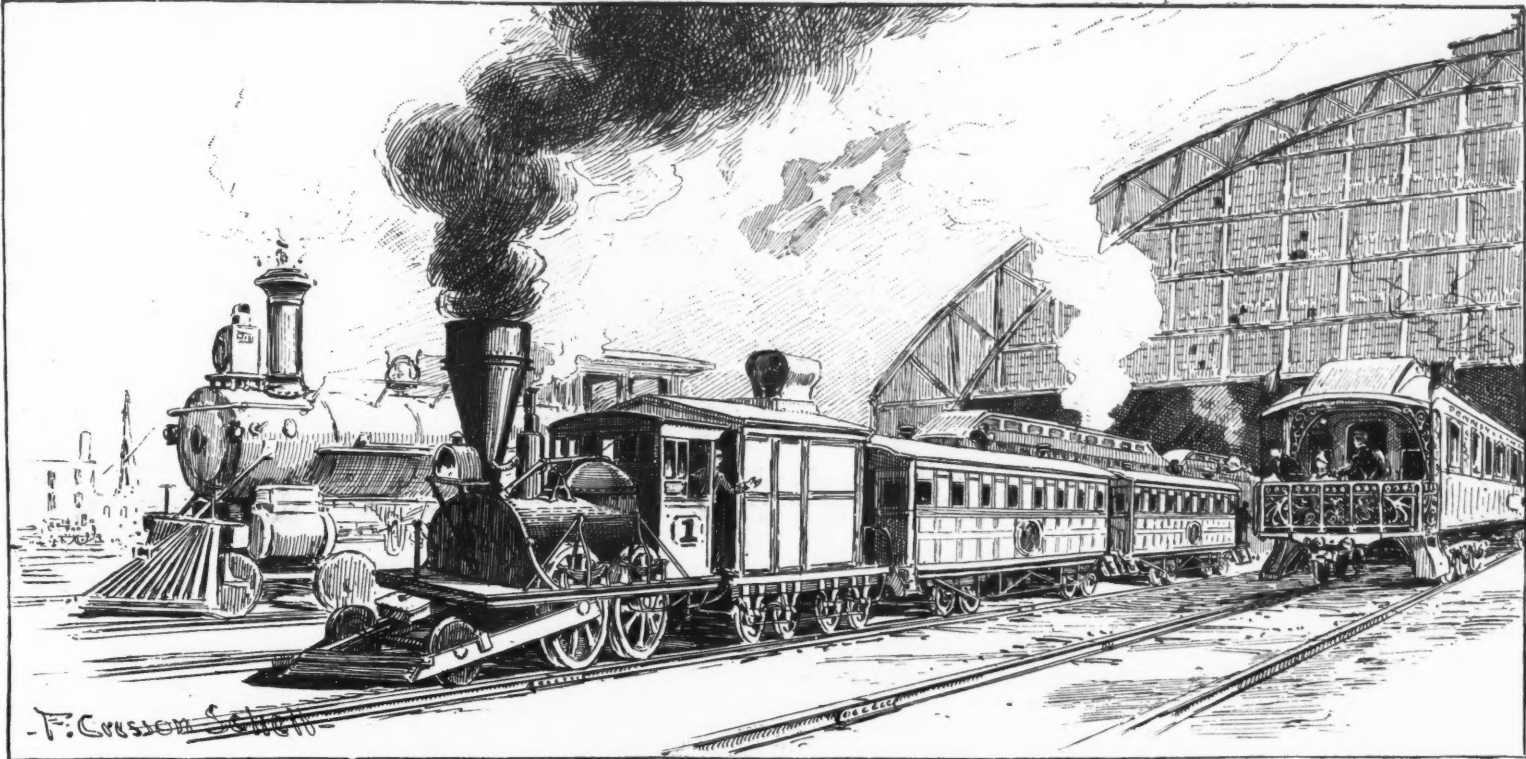
Very respectfully,
R. W. HAYNES,
"Acting Assistant Attorney-General."



1. A DUEL. 2. THE PRINCESS DEFENDED BY HER FOLLOWERS. 3. PRINCE AND PRINCESS DEMITRI. 4. COSSACK WARRIOR IN FULL COSTUME. 5. FIRING WHILE STANDING IN SADDLE. 6. PRINCE AND PRINCESS DEMITRI, WITH FULL TROOP.

THE COSSACK IN THE UNITED STATES.

TYPES OF THE WARRIORS FROM THE CAUCASUS BROUGHT OVER BY THE ADAM FOREPAUGH SHOWS.—PHOTOGRAPHS BY HEMMENT.—[SEE PAGE 250.]



THE FAMOUS LOCOMOTIVE ENGINE, "JOHN BULL," THE FIRST EVER USED IN THIS COUNTRY, LEAVING THE PENNSYLVANIA RAILROAD-STATION IN JERSEY CITY, WITH A TRAIN OF PASSENGER-CARS, FOR CHICAGO.—DRAWN BY F. CRESSON SCHELL.

THE FAMOUS OLD ENGINE, "JOHN BULL."

RAILROAD history is about repeating itself by the running, from New York to Chicago, of an antediluvian train of two cars, drawn by the famous and venerable "John Bull" engine. This writh of former travel was once regarded with awe and wonder by the masses, and by the advanced few who looked for something better than Conestoga travel it was heralded as the civilizer of this country. And all this was only a few years ago—its resurrection now illustrates the originality of the Pennsylvania Railroad Company, among whose exhibits at the World's Fair the "John Bull" promises to be an attractive feature.

It is designed to run this train over the now famous "limited" route, and stop it at important points for review. All the Western run of 912 miles will be made in daylight. The "John Bull" puffs and rumbles at about a rate of thirty miles an hour, a speed which puts to shame the snail pace of many of our so-called modern road engines, particularly as seen in some parts

of the South. The engine will be guided by one of the Pennsylvania Railroad Company's most experienced engineers.

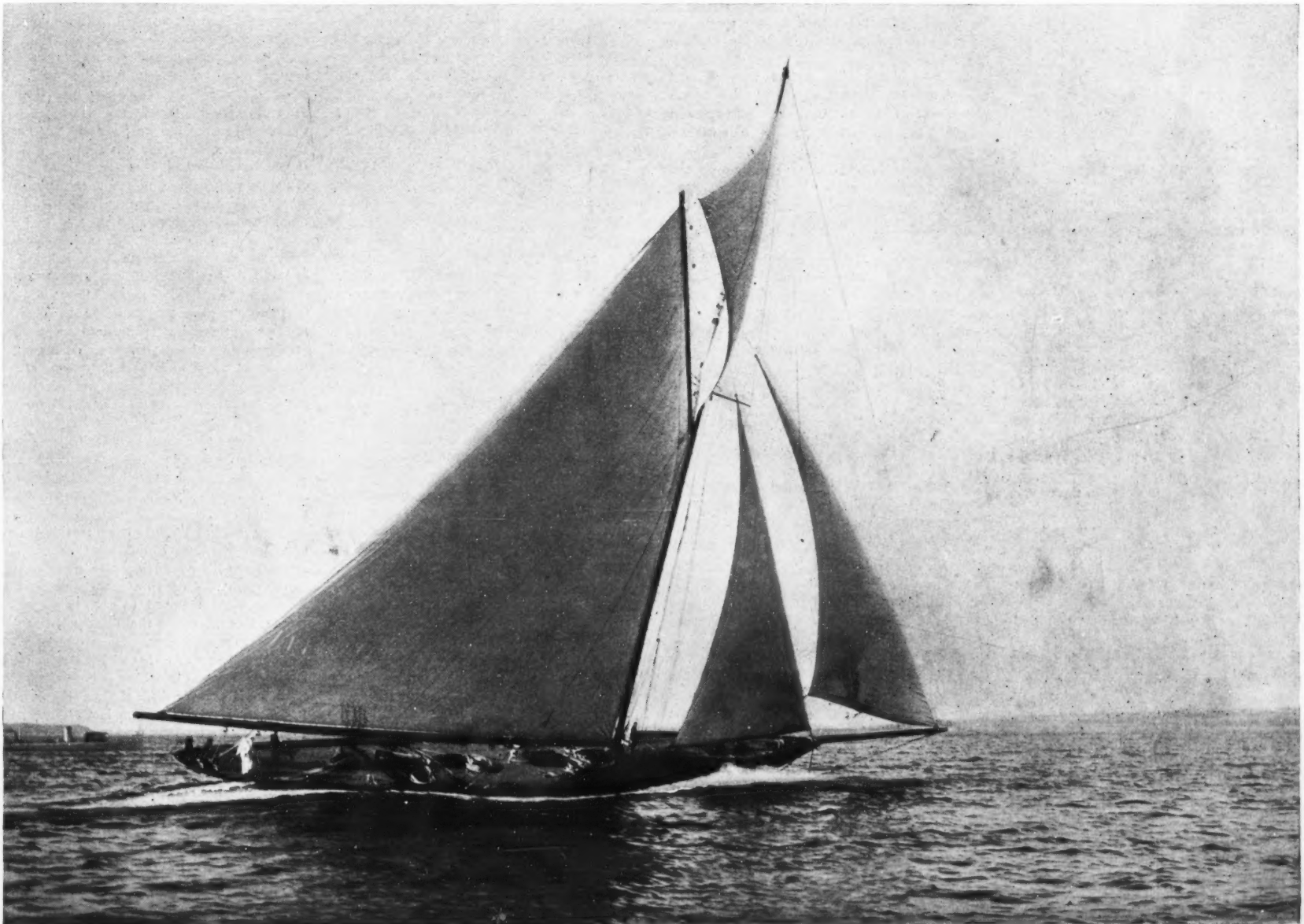
The history of this old engine, which has so narrowly and frequently escaped the scrap-pile, is not without interest. In October, 1830, Robert L. Stevens, then president and engineer of the Camden and South Amboy Railroad and Transportation Company, visited England to make arrangements for track material and to examine into the construction of English locomotives, which were new things abroad. Shortly after his arrival the "Planet," built by Stephenson & Co., was tried in public, December 4th, 1830.

It showed such eminently satisfactory results that President Stevens ordered one of similar design for the Camden and Amboy Road. This engine, afterward called the "John Bull" and "No. 1," was completed in May and shipped by sailing vessel from Newcastle-on-Tyne in June, 1831, arriving in Philadelphia about the middle of August of that year. It was then taken thence to Bordentown, New Jersey, and turned over to the

master mechanic of the road, Isaac Dripps, who is still alive. The boiler and cylinders were in place, but the loose parts—rods, pistons, and valves—were packed in boxes. No drawings or directions for putting the engine together accompanied it, and the responsibility fell upon young Dripps, who had never seen an engine, of putting it together.

This, to his credit, he accomplished, and the trial trip was a success. Sundry improvements were made to the engine from time to time until 1836, when it was remodeled, and almost every trace of the original obliterated. The result is the "John Bull" of to-day. It was exhibited during the Centennial Exhibition in 1876, and subsequently reposed in the Smithsonian Institution at Washington. In 1883 it was exhibited at the exhibition of railway appliances in Chicago, and was very nearly destroyed by fire. Since, it has formed an attractive exhibit in the National Museum, until its well-earned slumber was disturbed by grooming it for its coming race half way across the continent.

HENRY RUSSELL WRAY.



THE NEW YACHT "NAVAHOK," BUILT BY HERRESHOFF BROTHERS FOR MR. ROYAL PHELPS CARROLL, OF THE NEW YORK YACHT CLUB, FOR THE INTERNATIONAL COMPETITION IN ENGLAND.—COPYRIGHT PHOTOGRAPH BY BOLLES.—[SEE PAGE 255.]

THE COUNTESS REIFSKY.

BY EVAN EVANS.

A Nugly, muggy, chilly evening, in spite of the fact that it was midsummer; but then I had found that weather in St. Petersburg was not to be depended on. The streets were deserted, save when the death-carts rattled along unmindful of their ghastly burdens. The city clocks had struck ten, and I was hurrying home—or rather to my den—to write my “special” to an American daily. Correspondents’ letters are generally built upon a frail foundation of truth, but now, in these cholera times, I could hardly find time, or words strong enough, to depict the horrors I saw on every side. I had delayed writing a little longer than usual, so that I might go more deeply into details, for the benefit of my horror-loving countrymen, and I was in haste. I was obliged to go through that part of the city most infected with the awful plague, where the air seemed reeking with infection, but being pretty well seasoned, I did not mind it very much. As I hurried along I saw, standing under a lamp, whose dim rays shed light but a few feet around it, a woman dressed in white. “Ah!” I muttered, beneath my breath, “some hapless one of the *demi-monde*, driven out in despair.”

As I passed her she stepped forward and said, with a tone of recognition, “I have been waiting for you.”

I paused, and to my surprise recognized my beautiful friend, the Countess Reifsky, the toast of a hundred ball-rooms, who had been flirting with me fast and furiously for some weeks—why I could not imagine.

With reproof in every accent I exclaimed:

“Madame, what are you doing here in this deadly atmosphere, and alone, at this hour?”

“I have been waiting for you,” she repeated, simply.

“How in the name of wonder did she know I was coming this way when I did not know it myself?” I asked myself.

I assumed a severe air.

“You must not stay here.”

“No; I mean to take you with me to the final meeting of a society to which I belong. To-night we disband, and I want you to be there to describe the affair with your versatile pen to your great American people. You know we nihilists are so misrepresented. No, you need not shrink away; you will come to no harm. Perhaps you do not enjoy being with a ‘suspect.’ To-night the far-reaching grasp of the Czar himself would find it hard to reach me, and I shall place you beyond his power, too. But we must hurry.”

Half reluctant, and wholly fascinated, I allowed her to lead me along through the deserted streets until we came to a small, low building, which showed not a ray of light. Here she tapped softly. The door swung back on noiseless hinges. Along a dimly-lighted hall we went to another door, which opened in the same quiet fashion, and we stood in the dazzle and glitter of a ball-room.

In my business suit I ought to have felt embarrassed, but I did not, for I was too much impressed by the scene before me.

It reminded me of what I had known in my younger days as “phantom parties,” at which youth and maiden draped themselves in sheets. Yet that memory should not have given me a feeling of repugnance, for of those happy days I had the pleasantest recollections. As I looked closer I recognized the fact that these people were masquerading in grave-clothes—mocking the Destroyer which held the city in its grasp; and a great horror filled me.

I heard a low, musical laugh from the woman at my side.

“Monsieur does not approve of our masquerade? We laugh at death. Come it in whatever fashion it may, by pestilence or in Siberian mines, we do not fear it. Swift or slow, it matters not to us.”

“Yes, madame; I have heard that you nihilists, if I must class you among them, care not how swift be the death to which you consign your victims.”

“I see you do not approve of our methods, but you see we know of no other way more honorable. With us the end justifies the means, but when we must send death it is always quick.”

“Not always. Bombs don’t always work surely.”

A gleam in my fair companion’s eyes warned me I was on dangerous ground, but it was gone almost instantly, and she continued:

“Now, in the case of the late prime minister—when his fate was sealed, we decided—”

I caught her arm, not knowing what damaging revelation she might make.

“Countess, you are insane. In your country walls have ears.”

“Monsieur, these walls are safely guarded. But we miss the music and the dance.”

Never, so long as memory lasts, shall I forget that evening. Noble and artisan met on equal ground. Social distinctions seemed for the time being obliterated. Brain, wit, and a common cause were the passports to this brilliant society. Words were spoken which would condemn a man to Siberia for a lifetime. The jests and epigrams flowed freely, like the sparkling wine my friend pressed upon me, and which, strange to say, I refused—not from conscientious scruples, but because when I saw its exhilarating effects I feared my excitable American temperament could not stand it; and I felt that I needed a cool head in such an unscrupulous company as this. No one seemed to notice me very much, beyond a courteous recognition, and as I looked among the guests, I saw my brother correspondent and compatriot, John McPherson, who was also clad in a business suit, and who also seemed, like myself, a visitor.

The hours flew fast. I thought somewhat uneasily of my neglected letter, but could not drag my reluctant feet away from the fascination of the scene.

The music grew faster, and more weird were the strains. My feet fairly ached to tread to their measure, but something held me back.

The hour grew late, the lights burned dim, still the dancers kept up their dizzy whirl. The music rose and fell, now wailing, now entreating; I felt I must yield to it. My beautiful countess put her white arm on mine. I felt her warm breath sweep my cheek.

“Come with me; forget toil and sorrow. Name and fame are worth little. Together we should be forever happy.”

I looked into her great seductive brown eyes, and almost yielded, but before my vision came the little primrose-faced girl I had left in a New England village. I saw her as I had bidden her good-bye, and I pushed my temptress back; and with an instinct of self-preservation, I crossed myself—a habit I had learned from my Catholic mother.

The white arms fell, the music stopped with a crash, the decorations faded, the smiling faces vanished—changed in an instant—and with a cry of horror I saw death written on every countenance. I heard a hissing in my ear:

“When you are racked with pain upon a cholera bed, remember a nihilist’s revenge.”

The floor swam. I turned and fled. At the door I met McPherson. Outside the gray dawn had broken; I turned to see where we were, and I recognized the grim walls of the morgue.

An hour later Mac and I were counted among the plague victims, and hurried to the pest-house. I pulled through, almost by a miracle; he, poor fellow, found a nameless grave.

Some weeks later, when I looked over the piles of papers which had accumulated in my absence, I read the notice of the death of the Countess Reifsky on the 17th of July—the day of my strange adventure.

I accounted for McPherson and myself being honored to such an extent in this way, because we had both written letters home exposing some nihilistic plots, and even then I had letters and material enough for another article in my pocket. Hence the revenge.

I did not tell the little girl at home of her brilliant nihilist rival. I never like to shatter a faith.

WALL STREET QUESTIONS.—I.

THE AMERICAN SUGAR REFINING COMPANY IN ITS DEALINGS WITH THE PUBLIC.

To those who have the slightest acquaintance with the sugar trade, or even to the spirits candid enough to examine the quotations for sugar during the last ten years, the statement that the American Sugar Refining Company, or the Sugar Trust, as the alarmists are pleased to describe it, is in the business of squeezing millions out of the working people of this country by forcing them to pay an exorbitant price for sweetening their morning coffee and their mid-day tea, is about as amusing as any statement can be that is absolutely and unqualifiedly false.

The sugar trade is in proud possession of a journal devoted to its interests, published by Willett & Gray at 91 and 93 Wall Street. Early in January of each year an annual number is printed, and for this number the quotations for ten years are collated, and to this is added a good deal of explanatory matter and a quantity of valuable information concerning the consumption of refined sugar in the United States, the importation of raw sugars, and the condition of the sugar market, both at home and abroad.

These figures disclose the fact that granulated sugar, which is accepted as the standard, is to-day sold to the consumer at a lower price than it was during the years when the refiners were entirely independent of each other and engaged in a fierce competition for business. And in making this comparison, due allowance is made for the fact that on the 1st of April, 1891, the duty of two cents a pound on raw sugar, which had been levied up to that date, was removed under the operation of the McKinley bill, which put raw sugar on the free list. In confirmation of this statement as to prices, here are some of the actual figures:

January 1st, 1883, granulated sugar was quoted at 8 11-16. On January 1st, 1893, granulated sugar sold at 4 3-5 cents. In 1883 raw sugar was paying a duty of two cents a pound, and, making the necessary allowance, it will be seen that the American Sugar Refining Company to-day is selling the refined product to consumers over two cents a pound lower than the independent refiners were ten years ago. Further analysis of the figures goes to show that the tendency has constantly been toward cheaper sugar, notwithstanding all the combinations that have been made by the refiners, which combinations, according to sensational writers on the subject, have been accomplished with the wicked purpose of destroying competition and enabling the conspirators to fix the highest possible prices to the consumer. The price for granulated sugar, for example, in 1889, long before the Philadelphia refineries and the Spreckels refinery were bought up by the Havemeyers and when competition was as vigorous as it could be, went up to 9 1/2 cents. And again, allowing for the duty of two cents a pound that has been taken off raw sugar, it will be seen that this is more than two and a half cents a pound higher than the price of refined sugar at the beginning of this year.

In the face of figures like these the cry about dearer sugar to the working people appears to be what it really is—that is to say, sheer buncombe. As a mere matter of fact, the result of the co-operation among the various refiners as embodied in the American Sugar Refining Company has enabled them to turn out refined sugar more cheaply than before, and the consumer gets the benefit of the economies that were promptly instituted. Another favorable result of the co-operation among the American refiners has been that they have been able to hold a more independent position with reference to the Cuban planters and other producers of raw sugar, and the result is that America buys its raw sugar now a quarter of a cent a pound cheaper than it did under the old conditions. Ultimately, of course, the American consumer profits by the saving in this direction, and, curiously enough, the whole world has profited by it, as the demand of the United States for the unrefined article is so preponderating that the price paid here regulates the price at Liverpool and other European ports. Taking into account the fluctuations in the bulk of the successive annual crops, this is now a quarter of a cent a pound lower than it has been in the history of the sugar trade.

So much for the actual facts concerning sugar, taken from the point of view of the consumer. With reference to the profits of the American Sugar Refining Company, these are undoubtedly great, but they have been grossly exaggerated, simply for the purpose of providing sensational matter for newspaper readers. It has been stated, for example, that a profit of three-quarters of a cent a pound is realized on refined sugar, and this profit has been calculated on the entire market for raw sugar in the United States. A second reference to Willett & Gray’s figures shows that the greatest difference between raw and refined sugar is 1.15 a pound. It should be remembered, however, that the prices quoted for refined sugar are always subject to various discounts. These amounts, in the aggregate, to three-sixteenths of a cent a pound to all buyers, besides one per cent. discount for thirty days, and one per cent. discount for cash in seven days, making two per cent. on all orders of a hundred barrels or more.

On January 1st, 1893, to illustrate, the price for granulated was 4.60, and the price for raw was 3.45. Subtracting the discounts from 4.60 leaves the net price about 4.32. Adding to the price of raw sugar the cost of refining, which at the very lowest is half a cent a pound, it will be seen that the cost of the product to the refining company approaches four cents. The profit, therefore, instead of being three-quarters of a cent a pound, was at the date taken only a third of a cent a pound. The showing at times is larger, but the profit never is more than half a cent a pound, which is surely a moderate profit when the amount of capital and the experience and brains invested in the business are taken into account.

It is, of course, not pretended for a moment that the American Sugar Refining Company is not doing an enormously profitable business. There is a market in this country for about 1,800,000 tons of raw sugar. The independent refiners at San Francisco and Boston use a little of it, and about 80,000 tons are consumed in its raw state. The American company, however, melt over 1,500,000 tons. A profit of half a cent a pound on this immense output is of course about \$15,000,000, or twenty per cent. on \$75,000,000, which is the capital stock. In view of this showing it is no wonder that the stock sells away above par, and that ordinary sugar certificates are regarded by the general public as a gilt-edged investment.

THE RUSSIAN COSSACK.



As everyone knows, it is four hundred years since Columbus discovered America and gave it to the civilized world. Then it was inhabited by the red man, but since then

the red man has steadily decreased in numbers and in strength and his place has been taken by the peoples of all the nations of the earth. Of these peoples, however, those of the Caucasian race overwhelmingly predominate. It is a somewhat singular thing, therefore, that the very first direct representatives of this great ruling race of the world should set foot upon American soil only three weeks ago. And yet, so far as is known, that is a fact. They are the only ones who have come from the land that bears the name of the race, and after which the race was named.

They landed from the *City of Chester*, of the American line, at her dock on the North River, on the morning of March 30th, and they were the most picturesque and generally interesting persons who have reached the shores of America in the last century.

These people come from the fastnesses of the mountains of Caucasus. The history of the Cossacks is largely traditional. Chambers’s Encyclopædia says of them that “they are a race whose origin is hardly less disputed than that of their name.” One thing is most assuredly true of the Cossack, his inalienable birthright and heritage are courage and beauty. They are a warlike race—warriors, every one, from the cradle. The name Cossack was first heard in the tenth century, and in the neighborhood of the lower Dnieper, a river in the south of Russia. Until about twenty years ago they were a free people, but since then they have been subjects of the Czar of Russia. For nine centuries they were a race without a country, and in all that time they have distinguished themselves by the sword and as horsemen, but in no other way. They are now the Czar’s fiercest fighters, and in the last Russo-Turkish war they did valiant service for the Russian crown. In wars against the Tartars, also, they worked wonders and showed extraordinary skill and bravery. As horsemen the Cossacks have no equals. They live in the saddle, and their horses are at once their inseparable companions and friends. In battle the Cossack’s horse, at a signal from his master, will drop as a bulwark in front of him, to be fired over; he swims rivers with him, and at mountain-climbing equals the goat; he can put up with scant food as well as his master, and seems to take as much delight in war as his master himself.

These people who have come to this country are supposedly a mixture of the Cossack of the Dnieper and the mountaineers of the Caucasus. In the reign of Catherine, the Cossacks of the Dnieper were removed to the banks of the Kuban, there to guard the frontier against the Caucasian mountaineers. The two races became friendly and ever since have lived harmoniously, intermarrying and becoming one people. Their language is entirely distinct from the Russian. In the party of twelve who landed here there are but two who have any knowledge of the Russian tongue, and they gained that in the Russian army.

Their dress is peculiar to themselves, although there is the same long coat worn by the men that is worn by the Russians of the south. Our artist took a number of photographs of them upon the deck of the steamer before they landed, and they give a very clear idea of the style of dress worn. In the party all but one belong to the nobility of their country. There is but one woman among them, the

Princess Demetri Mazemenichoi. Her husband accompanies her. She is the interpreter of the party, having acquired a knowledge of English, French, and German while a child, at Paris, where she had been sent to be educated. Her knowledge of English is somewhat limited, but as she is a woman of really extraordinary intelligence she will probably soon master it thoroughly. The only English any of the others had learned was while they were on their passage from Southampton, and consisted of the single word "good." They came to New York direct from their homes in the mountains, and had never seen a house above one story in height till they landed here, except what they caught glimpses of while passing through the Bosphorus and at Marseilles and Southampton. They journeyed through France at night. When asked, through the princess, the inevitable question as to how they liked America, their extremely handsome faces lighted up and they answered in chorus, "Good!" When they were taken upon the roof of the fourteenth story of the Pulitzer building their amazement knew no bounds.

In these days of dress-reform the attire of the princess must prove of extraordinary interest to the ladies. As may be seen in the illustrations, it consists of the ordinary waist, which is held in position by the exquisite lines of her beautifully-rounded torso, and below the waist of a limited number of very short skirts that reach to a point slightly above the knee, and wide, loose trousers that fit neatly into top-boots. The foot-gear of both men and women is the same except in size. It is always in the shape of boots brought to a sharp point at the toes, and fits the foot like a glove. There is the thinnest sort of a sole and no heels at all. In bad weather or for rough walking they wear a sort of leather overshoe. In such attire and such boots there is the utmost freedom of movement, while the figure is upright and straight as a pine. They are the very personification of grace in their every movement. The princess explained that the men were all frightfully shocked by the manner in which the American men exposed themselves by wearing trousers without any skirts to hide what appeared to them to be their nakedness. Everything they wear is home-spun and woven. Their long cloaks are of the purest Astrakhan, while the cloth is made chiefly of the softest Cashmere wool. It is very soft and smooth. Their turbans are also of Astrakhan. There is no limitation as to color in their garb. They are passionately fond of ornaments, and, as the princess said of them, they only live to fight and adorn themselves. The nobility of their race never work. With all their ferocity, she says that they are the most hospitable of people. A stranger, of whatever race he may be, can enter their home and remain as long as he pleases, if he will not insult them by offering any remuneration for his entertainment. He will be as welcome for a year as for a day, as long as he remains a guest.

They have come to America to show their marvelous feats of horsemanship and dancing and games, as a part of the programme of the Adam Forepaugh shows, and incidentally to see the World's Fair at Chicago. Descriptions of what these modern Centaurs can accomplish upon their horses tax the credulity of every one who has not seen them. All the feats of our American cowboys are mere by-play; picking up a handkerchief or a coin is a common thing when it is known that these riders will stand head down upon the pommel of the saddle, and with both hands and with both feet waving in the air they utter wild cries to urge their madly-flying horses to still greater speed. That is but one of many strange feats they perform that have never been seen in this country. It is their first appearance in any sort of a public performance, and when asked how it was that the members of their nobility, whose pride showed itself in their every look, could be induced to take part in a circus performance, the princess explained it by saying that they had but very little money in their country. They have no money at all of their own, and come into possession of but very little Russian money. Their medium of exchange at home is chiefly wine and barter in any sort of thing of which they may be possessed. All the gold and silver they get is immediately converted into ornaments or woven into the splendid braids with which they adorn their garments.

Their appearance upon lower Broadway and in the City Hall Park, when they called to pay their respects to Mayor Gilroy, caused such crowds of people that the third reserves had to be called out to clear a passage through the streets for them. They are indeed a most novel people and will be sure to attract attention wherever they may appear in their tour of the country.

THE AWAKENING.

I WILL take heart again; the spring
Comes over Schome hill.
And like tall, splintered spears of gold
The firs stand, soft and still;
Happily in its moist, brown throat
Chatters a loosened rill.

Below, across the deep blue sea,
With glistening, restless wings,
The seagulls cleave the purple air
In white and endless rings;
Somewhere within an open space
One of God's own larks sings.

The ferns push delicate fingered palms
Out of the dimpled hills;
The wild, blue violet's perfume
Along the pure air spills;
There is a breathing, faint and far,
From dark throats of the mills.

The spider flings a shining thread
From dewy blade to blade;
A wren swings on a cherry branch,
Near me, yet unafraid.
The glittering frosts have taken rout
Before the red sun's raid.

The warm breath of the waking earth
Curls up from myriad lips.
And who has loved and lost now drinks
In deep and trembling sips,
With memory's passionate pulse astir
From heart to finger-tips.

Behold! the earth is glad again,
And she has taken heart,
And in her swelling, fruitful breast
God's new love-flowers start.
(Lord, may I not take courage, too?
I and my old self part?)

Yea, when the birds grow dumb again
With sweet delights that thrill
Their rapt and innocent souls till they
Have not desire or will
For song, or sun, or anything
But passion deep and still,

I will go into the dim wood,
And lie prone on the sod,
My breast close to the warm earthbreast,
Prostrate, alone with God—
Of all his poor and useless ones
The poorest, useless clod;

And I will pray (so earnestly
He cannot help but hear):
"Lord, Lord, let me take heart again;
Let my old faith shine clear!
Let me awaken with the earth—
And leave the old dreams here!"

ELLA HIGGINSON.

RECENT EXECUTIVE APPOINTMENTS.

EDWIN DUN, the new Minister to Japan, is a native of Madison County, Ohio, where he grew up a farmer's boy, without any ambition beyond success in agriculture. Being an educated farmer, he attracted the attention of General Capron, who was seeking to introduce American farming methods into Japan. After the revolution the Japanese rulers desired to Americanize the country, and sent Capron here to buy fine live stock, the latest farming machinery, and also to bring back some practical American farmers who could teach the subjects of the Mikado how to handle American animals and American machinery. General Capron visited the big Dun farm, in Madison County, Ohio, and there found Edwin Dun, with very practical yet progressive views about farming. He engaged Dun at once, and thus began a career of which the young farmer had never dreamed. For there was ahead of him a romance as well as business success in the flowery kingdom. His industry and efficiency made him popular with both natives and Americans, and he became first clerk, then assistant secretary, and then secretary of the legation at Tokio. Now, after fifteen years of service, he becomes Minister, and will prove most acceptable to the people of Japan, because he has become one of them. He married a Japanese lady of rank, by name Tsuru Matsuda, and by her had one child, a daughter, named Helen, who shows the Japanese in her



EDWIN DUN.

features. She is now being educated in New York City. Edwin Dun comes of an old family originally from Scotland. His grandfather was an early surveyor in Ohio, and thereby acquired vast tracts of land. His daughter, an aunt of the new Minister, married Allen G. Thurman, ex-Senator and the Democratic candidate for Vice-President in 1888. It was largely due to the influence of Senator Thurman that the appointment was made. Hon. John A. Bingham, who was for twelve years Minister to Japan, declares the appointment a most excellent one, Dun having been assistant secretary during his term.



HELEN DUN.

The new Minister to Austria-Hungary, Mr. Bartlett Tripp, is a leading lawyer of Yankton, South Dakota, whose name was prominently mentioned when Mr. Cleveland was making up his Cabinet. During Cleveland's first term he appointed Mr. Tripp Chief Justice of the Supreme Court of Dakota. He was one of the pioneer settlers of the Territory, and has been intimately associated with the progress of the Territory and of the States which succeeded it. His chief interests now, however, lie with the State of South Dakota. He was conspicuous as a Democrat in the movement for the division of the Territory when Statehood was to be given to it, and his earnest support of the movement took away its partisan character and made the consummation of the plan possible.

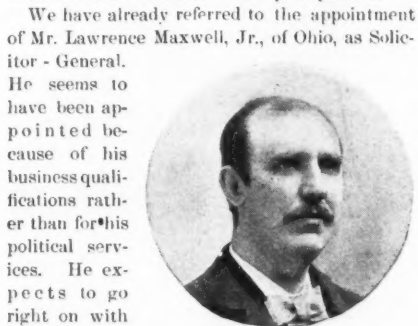
We have already referred to the appointment of Mr. Lawrence Maxwell, Jr., of Ohio, as Solicitor-General. He seems to have been appointed because of his business qualifications rather than for his political services. He expects to go right on with his regular business, for he has said since his appointment that "the position of Solicitor-General will not bar me from accepting retainers in suits in which the government is not a party, so long as I attend to my duties before the United States Supreme Court."

Mr. Hannis Taylor, a prominent attorney of Mobile, was the first appointee from Alabama under the new administration. He has been made Minister to Spain. Mr. Taylor is only forty-one years old, but he has made an enviable reputation as a lawyer and a scholar. He was strongly commended for appointment as one of the Behring Sea Commissioners. He is now engaged in the preparation of a work on "The Origin and Growth of the English Constitution," of which the first volume has been published. It is being used as a text-book in seven universities. Mr. Taylor will probably complete this work while he is at Madrid.



BARTLETT TRIPP.

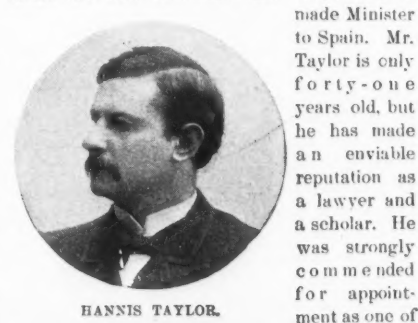
James S. Ewing, appointed to be Minister to Belgium, is a law partner of Vice-President Stevenson, fifty years of age, and a native of Kentucky. He has a high reputation as a lawyer, and has been for many years prominent as a Democrat in the politics of Illinois. He has never before held public office. Those who know him best regard him as well qualified by education and training for the position to which he has been appointed.



LAWRENCE MAXWELL, JR.

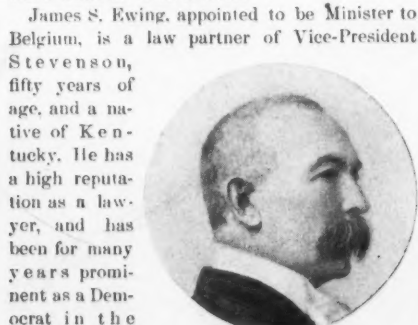
FACE STUDIES BY STILETTO

MINNIE SELIGMAN.



HANNIS TAYLOR.

UPON the eyebrows and around the eyes calculation and craftiness vie for first position, and a capacity for minute reflection would ably second their efforts, but that concentration is lacking and application is weak. Individuality is, however, strong, and would easily accentuate all qualities, whether present or conspicuous by their absence. The upper lip and general contour express a Sybaritic love of ease, comfort, and luxury, and speak a nature capable of lavish extravagance. Beneath the eyes, where the cheeks are full and prominent, is vanity, in quality consciously unconscious. The mind is clear, ready, and in a degree able; properly trained it



JAMES S. EWING.

had been useful and strong, but tell-tale expression says that talents have been misapplied, and capacity enfeebled by wrong-headed method and blindness to what is best and most valuable. A long chin is indicative of determination. Expanded nostrils are alert to receive impression. The whole nature is impressionable, but with all its love of luxury is actually cold *au fond*. Self-centred, it is able to plan, strive, and reach graspingly for its ideals and ambitions. Ideals worthless in the eyes of one more simple and tender, ambitions valueless except by the light of worldly pleasures and material appreciations.

FIGHTING HOME RULE.

THE political situation in Ireland is becoming exceedingly grave. Protestant Ulster is in a defiant mood, and there would seem to be good reason for apprehension as to the future. The recent visit of Mr. Balfour, the ex-Secretary of State for Ireland, to Belfast served to develop the Orange opposition to home rule in the most emphatic fashion. His visit was marked by a great demonstration of Orangemen, who marched through the streets, some sixty thousand strong, and in the presence of some two hundred thousand spectators. Mr. Balfour's reception was characterized by the wildest enthusiasm, and his speech in denunciation of Mr. Gladstone's home-rule measure stirred the immense assemblage to the very depths. That part of his speech in which he referred to the probable effect that the bill, if passed, would have upon Protestant Ireland, was especially notable because of its somewhat inflammatory character. In this connection, he said: "You have demands as well as the Nationalists. I do not come here to preach any doctrines of passive obedience or non-resistance. You have had to fight for your liberties before. I pray God that you may never have to fight for them again. The tyranny of majorities may be greater than the stupidity of kings. I will not say that what is justifiable against a tyrannical king may not under certain circumstances be justifiable against a tyrannical majority." The wild enthusiasm which greeted each sentence of this address showed that Ulster is indeed excited to the highest pitch. Some newspapers go so far as to predict that she will take up arms to resist a Dublin Parliament. For several months past the Orange clubs have been increasing their membership and many Loyalist clubs have been formed which, it is suspected, might be easily developed into fighting bodies. Secret meetings are being held and arms are being collected. Meanwhile, an active campaign against home rule is being carried on by Unionist speakers in various parts of England. None of these demonstrations however, seem, to move Mr. Gladstone from his purpose. He will fight out the question to an issue in the Commons, and, if the bill should pass, will leave to the House of Lords the responsibility of defying the popular will as expressed in the last election.

FACE STUDIES BY STILETTO

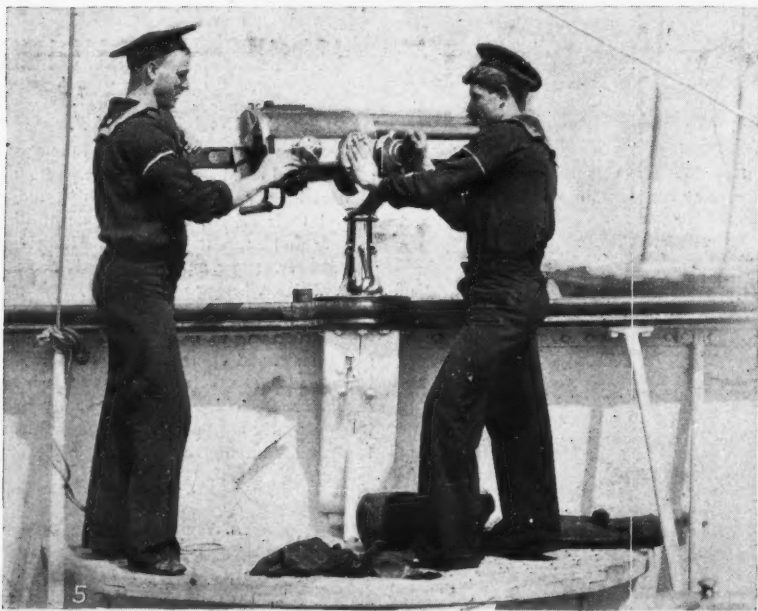
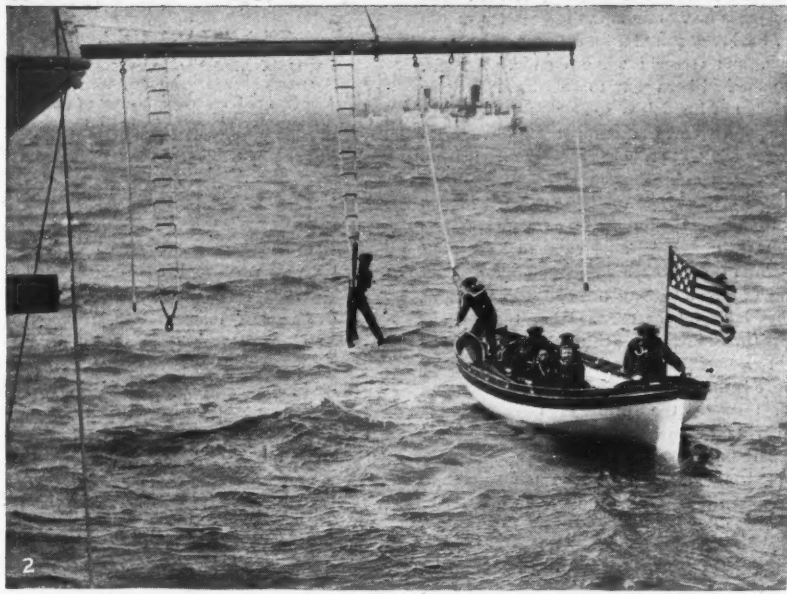
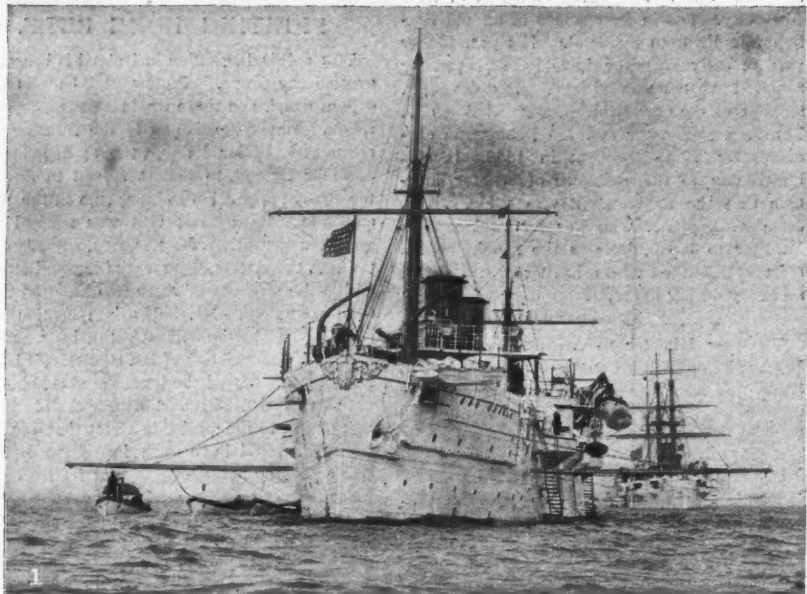
MINNIE SELIGMAN.

UPON the eyebrows and around the eyes calculation and craftiness vie for first position, and a capacity for minute reflection would ably second their efforts, but that concentration is lacking and application is weak. Individuality is, however, strong, and would easily accentuate all qualities, whether present or conspicuous by their absence. The upper lip and general contour express a Sybaritic love of ease, comfort, and luxury, and speak a nature capable of lavish extravagance. Beneath the eyes, where the cheeks are full and prominent, is vanity, in quality consciously unconscious. The mind is clear, ready, and in a degree able; properly trained it



MINNIE SELIGMAN.

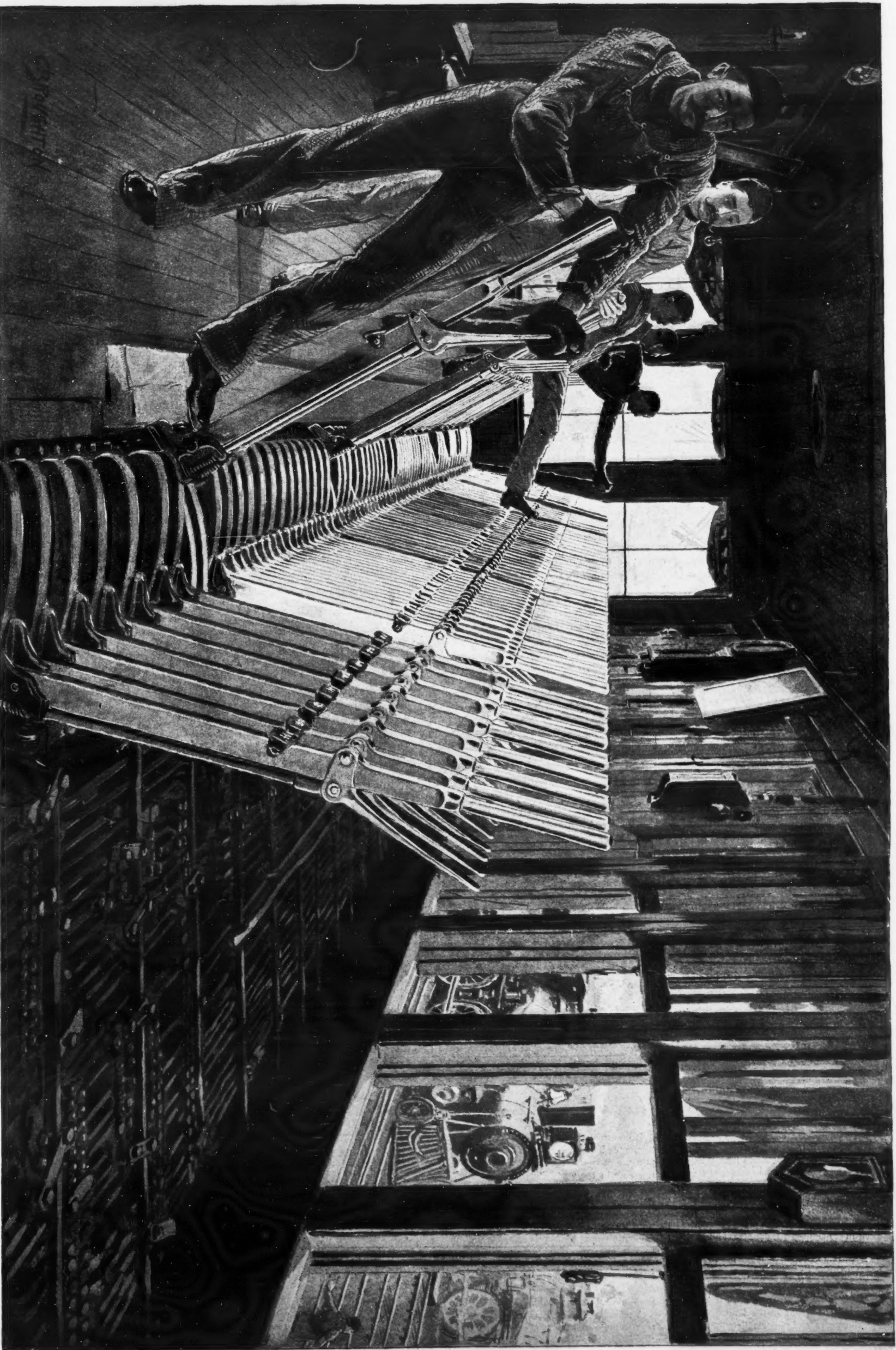
had been useful and strong, but tell-tale expression says that talents have been misapplied, and capacity enfeebled by wrong-headed method and blindness to what is best and most valuable. A long chin is indicative of determination. Expanded nostrils are alert to receive impression. The whole nature is impressionable, but with all its love of luxury is actually cold *au fond*. Self-centred, it is able to plan, strive, and reach graspingly for its ideals and ambitions. Ideals worthless in the eyes of one more simple and tender, ambitions valueless except by the light of worldly pleasures and material appreciations.



1. THE CRUISERS "PHILADELPHIA" AND "NEWARK" AT ANCHOR. 2. MANNING THE ADMIRAL'S BOAT. 3. WAITING FOR THE VISITING OFFICERS FROM THE "CHICAGO." 4. SIGHTING THE FIRST FOREIGN SHIP. 5. POLISHING THE GUNS. 6. AIRING HAMMOCKS. 7. VISITORS EN ROUTE TO ADMIRAL GHERARDI'S FLAG-SHIP. 8. A LETTER FROM HOME.

MAKING READY FOR THE GREAT NAVAL PAGEANT IN HAMPTON ROADS—A DAY WITH THE AMERICAN FLEET.
FROM PHOTOGRAPHS BY HEMMENT.—[SEE PAGE 255.]

METHOD OF HANDLING TRAINS AT THE GRAND CENTRAL DEPOT—THE SIGNAL-TOWER IN THE YARD AT FORTY-SECOND STREET, BY WHICH FOUR HUNDRED AND FIFTY TRAINS A DAY ARE SAFELY RECEIVED AND DISPATCHED.—DRAWN BY CHARLES H. BROUGHTON.—[SEE ARTICLE BY HARRY C. DUVAL ON PAGE 264.]



THE INTRODUCTION OF THE BLOCK SYSTEM ON THE NEW YORK CENTRAL RAILROAD.

METHOD OF HANDLING TRAINS AT THE GRAND CENTRAL DEPOT—THE SIGNAL-TOWER IN THE YARD AT FORTY-SECOND STREET, BY WHICH FOUR HUNDRED AND FIFTY TRAINS A DAY ARE SAFELY RECEIVED AND DISPATCHED.—DRAWN BY CHARLES H. BROUGHTON.—[See Article by HARRY C. DUVAL ON PAGE 264.]

NEW DISCOVERIES IN THE HEAVENS.

By CAMILLE FLAMMARION, THE EMINENT FRENCH SAVANT.

One day the Czar Nicholas, having just founded at the gates of St. Petersburg the magnificent observatory of Paulkova and endowed it with the most powerful telescope in the world, arrived unexpectedly in the midst of the astronomers who were occupied in placing the immense equatorial, whose excellence had already been proved by the discovery of new double stars. Said the Czar, addressing himself to the director:

"Well, Struvé, I hope you are contented?"

"Yes, sire; for the moment."

The astronomer was wise to reserve the future. The earth travels quickly, with an eternal velocity of 106,000 kilometers an hour; but science seems ever impatient to conquer new skies. Not a year passes without unexpected discoveries, and we shall see that those which have been recently made are eminently interesting. The incident which we have just related occurred in 1838. The new telescope measured thirty-eight centimeters in diameter, and was seven meters long. All the opticians were in ecstasy. What a marvel! What difficulties overcome! It is the *ne plus ultra* of art—nothing better can ever be made.

The same emotion greeted the glass of Galileo in 1610, a poor little affair of cardboard, which has been piously preserved in the *Académie de Florence*, that one cannot touch without respect, but for which a dealer in *bric-à-brac* would not give four cents. Then, also, had it been thought that this discovery in optics could never be surpassed.

A luminous flight carries human thought on the road to the infinite, and in no other science does this perpetual progress manifest itself with so much brilliancy as in astronomy.

The telescope of Paulkova was surpassed in 1861 by that of the observatory of Chicago, which measures forty-seven centimeters in diameter and eight meters in focal distance.

The telescope of Chicago was surpassed in 1872 by that of Mr. Nerrall in England—sixty-three centimeters in objectivity and ten meters in length.

This one was surpassed the following year by the equatorial of Washington, which measures sixty-six centimeters in diameter and is eleven meters long.

The most powerful telescope in the world today is that of the Lick Observatory at Mount Hamilton, near San Francisco. It was constructed in 1887. The lens measures almost a meter (ninety-seven centimeters) in diameter, the length is fifteen meters. (Three feet in diameter and fifty-seven feet in length.) Its capacity for enlargement is 2,400—that is, it approaches objects 2,400 times nearer the earth.

Behold, we are already far beyond the glass of the Czar!

The near future will mark a still further distance, since for Chicago an equatorial is positively being prepared measuring forty inches. * And always thus will the march be onward until is reached the apogee of science and art.

* * *

With the aid of the most powerful glass in the world a new discovery has just been made at the Lick Observatory by a young astronomer full of ardor, Mr. Garnard. This discovery dates, to be accurate, from the 9th of September last, but difficult observations necessary to its perfection have only recently been completed, and the new star is now exactly known.

The point in question is a new but minute satellite of Jupiter, which revolves rapidly very near the planet.

This little moon, whose existence was not suspected by any astronomer, and which now so unexpectedly adds itself to the classical procession of the four large satellites of Jupiter, gravitates at 180,000 kilometers from the centre of that globe, and as half the equatorial diameter of Jupiter is about 72,000 kilometers, as a result the distance of the new moon from the surface of Jupiter is but 108,000 kilometers. At this distance the little star revolves around its master in 11 hours, 57 minutes and 23 seconds, with a speed of 26,400 meters a second.

This little moon is much smaller than ours. The satellite which accompanies the earth in its course around the sun measures 3,484 kilometers. The four old satellites of Jupiter are in such order in size that the largest measures 5,800 kilometers and the smallest 3,300. But the one which has just been discovered is but a starry point hung in the effulgence of the planet, and it can only be perceived by masking

Jupiter behind a ribbon placed across the field of the telescope. It certainly does not attain to one thousand kilometers, and perhaps does not get beyond two or three hundred. It is, however, more important than the two satellites of Mars, of which the diameter is not larger than that of Paris by more than twelve kilometers.

To its discovery the colossal glass of Mount Hamilton was necessary. Just as, in 1877, the glass of Washington, then the most powerful in the world, was celebrated by the discovery of the satellites of Mars. It was the perfecting of optical possibilities that led to these two important discoveries, as it has led to so many others. The optical value of large object-glasses is sometimes contested, because in certain respects this value does not increase in proportion to the enlargement. The obstacles placed in the way of clearness of vision by our thick strata of atmosphere increase proportionately with the magnifying power of the instrument. Still certain discoveries were not possible, and would have been made but by the assistance of the largest instruments. But with the enlargements obtained a condition is henceforth imposed, which is, to place these large instruments as far above the lower strata of our atmosphere as has been done for the observatory of Mount Hamilton, and even higher when possible.

It is there, on heights free from the mists below, that the finest discoveries of astronomy will be made. The origin of the observatory of Mount Hamilton was indeed inspired by the appreciation of this fact. The altitude of its situation is 1,280 meters, or 4,200 feet. A mountain was purchased for the purpose, and a road leading to it constructed. It was one of the great astronomical events of this century. A few words on the subject of this curious construction will perhaps interest our readers.

* * *

The originator of this observatory was a certain Mr. Lick, a native of Pennsylvania, and at one time engaged in the manufacture of musical instruments in South America. He arrived in California in 1847, and soon amassed a colossal fortune. At the age of seventy-seven, in 1873, he cast about for some scheme upon which to expend his millions, apparently finding their possession embarrassing. He did not admit the immortality of the soul, was convinced that death was the end of all, but he had an ambition to make himself immortal. But how? Millions do not give a lasting personal value to their possessor. Not having rendered any actual aid to the progress of humanity, he imagined that perhaps if he had made of himself and his relations a large number of marble statues, these would endure as long as those of Egypt and Greece, and would give him the coveted immortality. But a friend to whom he confided his idea, a Mr. Staples, represented to him that these statues would not endure, because the generations still to be born would take little interest in their preservation, and that in case of a future war, always possible, perhaps with Russia or with England, these statues would be totally destroyed.

Mr. Lick then thought, it is said, of the pyramids, and planned to have constructed for himself a "pyramidal" tomb on the summit of a mountain, overlooking the shores of the Pacific Ocean. But it was brought to his attention that even there he could not be confident of complete repose, and that his ashes might be disturbed, because, in a future war, such a monument would be precisely the best position for military occupation and from which to direct bombardments.

It was then that astronomy was suggested to him, with its imperishable discoveries, and the pleasure it would be to construct "the largest telescope in the world," and that he could bequeath a few millions of dollars to the University of California. "My will is," he wrote, "that the most powerful instrument possible shall be constructed, and that it shall be placed in a convenient observatory." The gift specially applied to this observatory did not exceed, in reality, \$700,000. Mr. Lick died the 1st of October, 1876, at the age of eighty, and, according to his expressed wish, he was buried under the very pedestal of the great glass.

A period of not less than ten years was necessary to the construction of the instrument and the observatory (1876-1886). Mr. Feil, of Paris, cast the two lenses of flint and crown glass, measuring ninety-seven centimeters in diameter.

Mr. Clark gave them the optical curve necessary, and the instrument was equipped with all accessories. It cost \$200,000. The director of the Lick Observatory, Mr. Holden, has made this astronomical establishment the first in the world. All sorts of experiments are in progress, notably, among others, the largest and finest photographs of the moon which have ever been obtained.

* * *

The success achieved by this, the first mountain observatory, will encourage other similar ventures. It has just been stated that the observatory of Mount Hamilton has an elevation of 1,280 meters. Last year Mr. Pickering, of Chicago, sought among the mountains of Peru a point even more advantageous for telescopic, spectroscopic, and photographic investigations, and has recently established a new observatory on the plain of Arequipa, at 2,400 meters elevation. He has already made important observations of the planets Mars and Jupiter, and thinks that he has perceived traces of an atmosphere around the moon.

The moon passed between the earth and the planet Jupiter recently, and the astronomer obtained photographs of the transit. In these photographs it is noticeable that the disk of the planet appears to be slightly flattened at the edge of the moon, which fact leads to a possibility of the existence of an atmosphere, very thin, but real and not without significance. It is well known that the moon is fifty times smaller than the earth, and eighty-one times less in weight. Its density is slight, and weight on its surface is six times weaker than here: one kilogram of the earth transported to this neighboring world would weigh but one hundred and seventy-four grams, and a human being weighing here seventy kilograms would there weigh but twelve. There is, then, nothing surprising in the fact that this atmosphere should be very light, but positively it does not appear void, and the question of the possibility of life on the surface of the moon might easily be brought again under discussion. Mr. Pickering estimates that the density of this lunar atmosphere may be explained as between four and eight millions of that of the earth, and would be equivalent to a tenth of a millimeter of mercury, which represents rather more than 100,000 kilos, by hectare.

Topographical knowledge of the surface of the moon is progressing rapidly at the present time, owing to the remarkable photographic enlargements obtained from the reproductions of the Lick Observatory. A very skillful astronomer, Mr. Weinek, director of the observatory of Prague, devotes himself specially to this work, and has obtained enlargements by twenty times of the reproductions before mentioned, which represent the lunar disks as three meters in diameter, since the original reproductions measure fifteen centimeters. The Astronomical Society of France has recently received photographs so obtained of the lunar craters of Petavius, Vendelinus, Copernicus, and Flammarion, in which details are to be seen, before unsuspected, resembling dried water-courses, lakes without water, and traces of congealed lava. All these invite the thought that we are far from really knowing the world of the moon, neighboring though it be.

Neighboring surely, since it is distant but 384,000 kilometers. This is insignificant relatively to the distances which separate us from the sun, the planets, and, above all, the stars, but it is still enormous, since the greatest practical enlargement which can be usefully applied to bring the moon nearer does not exceed two thousand, which leaves it still distant 192 kilometers.

* * *

Ready minds are working hard at the present time to bring this moon nearer. We do not speak any longer of the pretension that it can be brought to within one meter in our sky, because, on the one hand, the world itself is not well known as seen from one meter in the sky (What could be seen?), and because, on the other hand, this pretension is absolutely absurd. In fact, since the real distance of the moon is 384,000 kilometers, an enlargement of 384,000,000 would be necessary to bring it to one meter; and practical experience has shown that the enlargements applicable to optical instruments do not exceed twenty to the centimeter in diameter. Thus a lens of 11 centimeters has for normal enlargement 220. An object-glass of 68 centimeters has for normal enlargement 1,360. An object-glass of one meter, which is the maximum obtained to the present time, has for enlargement 2,000. An object-glass of 10 meters would sustain 20,000. To obtain, then, 384,000,000, an object-glass, or a telescopic lens, measuring 190,000 meters would be necessary. Allowing that under exceptionally calm and transparent atmospheric circumstances, by working on high levels, such as have just been mentioned, and not in Paris at a dusty, illuminated exposition, a double advantage could be obtained over normal conditions, it would still entail an optical glass 96 kilometers in diameter, which must of necessity be cast in a single sheet if for a telescopic mirror, two if for lenses of flint and glass, the complement of an object-glass. Wishing to reduce by ten, twenty, or even one hundred, and then enlarge the image by projection, a single-mirror instrument measuring 9,600 centimeters in diameter or a double lens of 4,800 centimeters would still be needed; the last possible limit of measurement being 960 meters in diameter, and as for the length of the tube, it would need to be 1,440 kilometers for the lens of 96,000 meters, and 14,400 meters in the case last stated. Such ideas belong only to romance.

The project of the moon distant only one meter is, then, of no importance, as we have already stated in a previous paragraph. The hope of bringing it to ten meters would not be more serious, nor yet to one hundred, for in the last case, even with the doubtful possibility of amplification by one hundred, by photography and projection, the object-glass or telescopic mirror would need to measure nine meters, sixty centimeters in diameter, which is impracticable in the present condition of optics.

The great equatorial of the Lick Observatory, the most powerful telescope in the world, measures about one-tenth of the last figure (no meters, ninety-six centimeters, framed in its case). Allowing that a photograph direct of the moon could be obtained with an enlargement of 4,000, our satellite would

thus be brought to 96,000 meters. Allowing, also, that by ingenious processes the photographic image thus received could be enlarged in diameter one hundred times, the distance would be lessened by 960 meters. But that would be absolutely useless, as all clearness would have disappeared. The result would be but a curiosity, without possibility of useful application, as all exaggerated enlargements hitherto employed have shown.

Near London (by Mr. Common at Ealing) a telescope has recently been constructed measuring one meter, fifty centimeters in diameter. The instrument is mounted in water, and the movements are very easy and very light, in spite of the enormous weight of the apparatus. This telescope admits of enlargements by two and three thousand. Mr. Common thinks it would be possible to undertake one double the size, measuring three meters in diameter and more than forty meters in length. There would be great difficulties to be conquered in working such a glass, but it is perhaps not absolutely impossible, and if accomplished successfully enlargements by six thousand could be made, and the moon brought to within sixty-four kilometers. A photograph taken thus and enlarged one hundred times would lessen the distance to 640 meters. But this process would defeat its own object, as all clearness would be lost and nothing could be seen. The best to be hoped is that a satisfactory clearness may be obtained with an amplification ten times less than the above, corresponding consequently to a lunar distance of 6,400 meters. This is still doubtful, but it would be interesting to make the trial.

As far as telescopes are concerned it is not possible at the present time to obtain such dimensions. It is only by centimeters that progress is made from year to year, and the only maker of large disks who exists in the world, Mr. Mantois, successor to the celebrated Mr. Feil, told me recently that he could not undertake an object-glass larger than one meter ten in diameter.

Let us make vows to construct the most powerful optical instrument possible, telescope or—whatever it may be, and let us not forget that astronomy is the greatest and most extensive of all sciences. It is the emancipator of human thought, and transports us above the vulgarities below. Growth of the human mind has followed, step by step, the increase of our knowledge of the universe, and to work for the propagation of astronomy is to work for the perfection of humanity. CAMILLE FLAMMARION.

A DAY IN THE YARD AT THE GRAND CENTRAL DEPOT.

THAT the operation of pouring a quart of water into a pint bottle without spilling any is attended at all times with more or less difficulty, goes without saying. But to one who has watched the terminal station of any of our great railroad systems, or those of Europe, the feat, in comparison with the way in which the incoming and outgoing trains are handled, would seem an easy one. To the on-looker the handling of freight and passenger trains as they fly by each other between the different termini seems easy enough; but when in the crowded morning and evening hours trains come tumbling in at some great central station so close upon each other's heels that it seems impossible for the train-dispatcher and his assistants to get them out of each other's way; when the yard engines fly hither and thither hauling the empty cars out of the station, pushing the loaded ones in, crossing and re-crossing the network of tracks, whole trains taking flying switches, their engines detaching themselves and running away to their round-houses, the puzzle as to how it is all done so smoothly, so free from accident or detention of any kind, makes it seem little less than miraculous.

In the yard at the Grand Central Depot, at Forty-second Street, is probably the most complete signal system in the world. There is only one larger—that at the Waterloo station of the London and Northwestern Railway in England; but the American one is superior in that the levers are so arranged that one will operate as many as three signals, while in the English one only a single signal can be operated by a lever. When it is remembered that Tower No. 1, as it is called, in the Grand Central Depot yard at Forty-sixth Street, is responsible for the safe handling of 450 trains a day; that it contains 106 working levers which control signals, some of them 525 feet from the tower, and that of these 450 trains seventy-seven and one-half per cent are handled in the twelve hours between seven in the morning and seven in the evening; that the system in the yard represents an outlay of \$25,000, some little idea can be had of the amount and importance of the work done.

Tower No. 1 is a small, two-story building placed in the centre of the yard, surrounded by a wilderness of tracks. From its upper windows every switch and signal from the tunnel on the north to the depot can be plainly seen. The work in it is all done from the second floor. Here a row of steel bars stands, almost one hundred in number, on each one of which a short distance from the top, a piece of small steel projects, and as these bars or levers are moved, tracks are opened or shut, signals are placed at danger or safety, trains are informed that they can proceed slowly or swiftly or must wait until obstructions ahead are cleared away. At night the confusion of the red, green, and white lights, twinkling and blinking on all sides,

from the tops of lofty poles and scattered thickly on the ground, turns the place into a sort of fairy-land; for not a semaphore arm rises or falls, or a light turns from red to white, without good and sufficient reason, and in each movement of any of the one hundred levers is conveyed safety and security from accident. The depot-master is the man in supreme charge of everything pertaining to the management of the tracks and switches. Under him is a station-master and a general yard-master, each of whom has assistants. In the yard seventy men attend to the switching and thirty handle the levers, and busy men they are, for in some portions of the day two hundred and thirty movements of the lever have been counted within the hour. So systematically is it all arranged that if a train is derailed on any of the out-bound tracks switches are thrown, and the waiting trains are sent off over the storage tracks, which lead through the storage-house on Madison Avenue, enabling them to pass around the obstructions. This storage-house is so arranged that trains are backed into it and held until the outgoing train has cleared a space for the waiting one of empty cars. The mail business has so increased that mail cars are stationed at Forty-sixth Street all day and all night long until within twenty minutes of train time, when they are hauled around and placed on their trains.

From statistics gathered in 1884 showing the number of passengers injured on all the railroads of the United Kingdom and those of the States of New York and Massachusetts, it was shown that the average distance a passenger might travel without being killed is twice the distance from the earth to the sun; in New York he might travel a greater distance than that of Mars from the sun, and in Massachusetts twenty-seven millions of miles further than the distance from Jupiter to the sun, before suffering death on the railway. A day spent in the Grand Central Depot yard will prove that the adoption of improved safety appliances in the last ten years has made it safe for the statistician to throw in the distances between a dozen more planets and still not crowd the limit of safety.

HARRY C. DEVAL.

GENERAL THOMAS T. ECKERT.

GENERAL THOMAS T. ECKERT, who succeeds Dr. Norvin Green as president of the Western Union Telegraph Company, has been identified with telegraphy from his earlier years, and has made a distinguished career in connection with it. Born in St. Clairsville, Ohio, April, 1825, he was but twenty-three years of age when he was appointed postmaster at Wooster in that State, and united the duties of postmaster and telegraph operator. Shortly afterward he was offered the superintendency of the Union Telegraph lines, which were then being extended from Pittsburgh to Chicago, and by his efficiency acquired a distinguished reputation as a constructor. His ability in this direction had become so widely recognized that upon the breaking out of the Civil War he was made an aid to General McClellan, and given charge of the military telegraph of the Army of the Potomac. Later on, Secretary Stanton appointed him captain and assistant quartermaster in charge of that department of the army. In this service his diligence and integrity brought him into close relations with the President and prominent army officials, and his services were soon recognized by his appointment as Assistant Secretary of War, with the rank of brigadier-general. Meanwhile his jurisdiction had been extended as assistant general superintendent of the entire military telegraphic system of the United States. On the conclusion of the war he was made general superintendent of the eastern division of the Western Union Telegraph, which had absorbed the American system, reaching from Maine to Louisiana, and of the southern telegraph system, and in this position he reconstructed their lines and reorganized their management and construction force. He also applied himself to the improvement and perfection of the cable service, taking that

department under his special personal supervision.

Subsequently, in 1876, he became president of the Atlantic and Pacific Telegraph Company, which, under his administration, established a sharp competition with the Western Union. The universal twenty-five-cent rate east of the Mississippi was established by him. It was this act which compelled the Western Union to acquire possession of its enterprising rival. After an absence of one year in Europe he organized, with Mr. Jay Gould's co-operation, the American Union Telegraph Company, and was elected its president. His great energy and ability were conspicuously shown by the remarkable growth and development of this line. Its astonishing success enabled Mr. Gould, at the end of four years, to acquire the controlling interest in the Western Union, and General Eckert was made vice-president and general manager of the latter company.

One illustration of his great energy and efficiency was afforded by his construction of a telegraphic line between Louisville and Cincinnati by way of North Vernon, Indiana, a distance of one hundred and twenty miles, in twenty-four hours. Gathering quietly a force of one hundred and fifty men divided into twelve or more gangs, he dispatched a train loaded with materials sufficient for the construction of the line, and so arranged to cover the entire distance with the various parties, to each of which a section had been assigned, that the work was completed before an injunction could be obtained from the courts by the rival corporation. Subsequently a line extending to New Orleans, covering a distance of nine hundred miles, was completed in ninety-two days.

The great success achieved by General Eckert is due not only to his great personal force of character and executive ability, but to the fact also that he is by nature an engineer. He now ranks as one of the foremost authorities of the country on the architecture and construction of telegraphic buildings and the technical arrangement of telegraphic lines. He was regarded by all as the natural successor of Dr. Green, and the vigor and capacity which he has shown in other important relations will achieve for him, undoubtedly, still higher eminence in the most important position which he now holds.

THE NAVAL PAGEANT.

THE naval festivities at Norfolk and in Hampton Roads, which have been in progress for a fortnight, may fairly be considered as the



GENERAL THOMAS T. ECKERT.

beginning of the notable events of the Columbian year. There has not been in many years, in American waters, such an assembly of the cruisers of the great Powers as that now gathered in the historic Roads. Our new navy is there in its strength and beauty, an object-lesson to the nations of American enterprise, skill, and public spirit. The great vessels of England, France, Germany, Italy, and other Powers have come, singly and in pairs, the first to arrive being the Russian man-of-war *General Admiral*. Preliminary to the grand review there have been the usual exchange of official civilities, naval drills, international

rowing races between boats of all classes from the fleets, sailing races, etc. The city of Norfolk has been *en fête*, and Old Point Comfort has been crowded with pleasure-seekers; indeed, "all the country round" is holding a sort of spring carnival. The great review promises to be in every respect a display as brilliant as it will be unusual.

ROBERT C. BROWN.

THE "great and noble army" of smokers will be interested in the portrait which we give herewith of Mr. Robert C. Brown. Mr. Brown is a prominent member of the Owl Cigar Company, and as such probably distributes more cigars than any one man in the United States. Mr. Brown's career has been in the nature of an evolution. He was born a printer, and is still a contributor to the press, but has outgrown his original vocation and ranks rather as a merchant than as a follower of the "art preservative of arts." He is a member of the City Press Club and is well known to the members of the State club. Altogether he is an active member of some fifteen clubs and is, besides, a Free Mason, Royal Arch, Knights-Templar, and Noble of the Mystic Shrine. He is a first honorary member of the Hotel Men's Mutual Benefit Association, and of the New York City Association, and National Association. He is a big man physically, and those who know him best say that he is large-hearted and thoroughly to be depended upon in all relations of life. He has never, so far as we know, aspired to a title, but with his military record the cognomen of "colonel" might be appropriately applied to him.



ROBERT C. BROWN.

richest carpets, tapestries, curtains, native onyx, marble and hardwood finishings abound everywhere throughout the building.

In the midst of a great multitude, President Woodruff, on the 6th inst., dedicated the structure to worship, and subsequently Apostle Joseph F. Smith, a nephew of the original prophet, and Apostle George Q. Cannon made brief addresses.

"NAVAHOE," THE INTERNATIONAL CUP COMPETITOR.

THE picture we present of the new yacht *Navahoe* is the first ever published of a racer that must almost necessarily become one of the most famous in the world. International sport, and this only, brings world-wide fame to a yacht. Even an owner of such a craft can almost make his name historical through the glory of his yacht in part extending to himself. During the long period in which the *America's* cup remained unchallenged, owing to differences of opinion, Mr. R. P. Carroll, of the New York Yacht Club, realized that equally good international sport might be enjoyed in contesting for other trophies. The American challenge cups, known as the Brenton Reef and Cape May cups, have been in England ever since the *Genesta* won them in these waters. Mr. Carroll proposes to go over and bring them back.

If *Navahoe* be built on the lines of either *Gloriana* or *Wasp*, or better, she is almost certain of victory, unless something springs into existence in England which shall exhibit a very marked improvement. Mr. Dixon Kemp, yachting editor of the *London Field*, and Lieutenant Henn, who sailed his *Galatea* for the *America's* cup, have both publicly shown their opinion that no existing boat in England can compete with the Herreshoff models.

The *Navahoe* is 84 feet long on the water line, and 124 feet over all; 23 feet beam, and 12½ feet draught, with a small centre-board. She resembles *Gloriana* and *Wasp* in having 40 feet of those exaggerated overhangs which provide, besides other marked advantages, a steadiness in a heavy, pitching seaway, such as very likely will be encountered in the Channel course from the Isle of Wight to Cherbourg and back. *Gloriana* proved that in such a seaway the reduced pitching was of great benefit in maintaining proper "sit" of canvas, especially topsails.

The Royal Victoria Yacht Club's gold cup will also be contested for by the *Navahoe*. We are not sure that the German Emperor's Challenge Shield is open to her; but if it be so there is no reason why she should not win these and other honorable trophies.

THE GREAT MORMON TEMPLE.

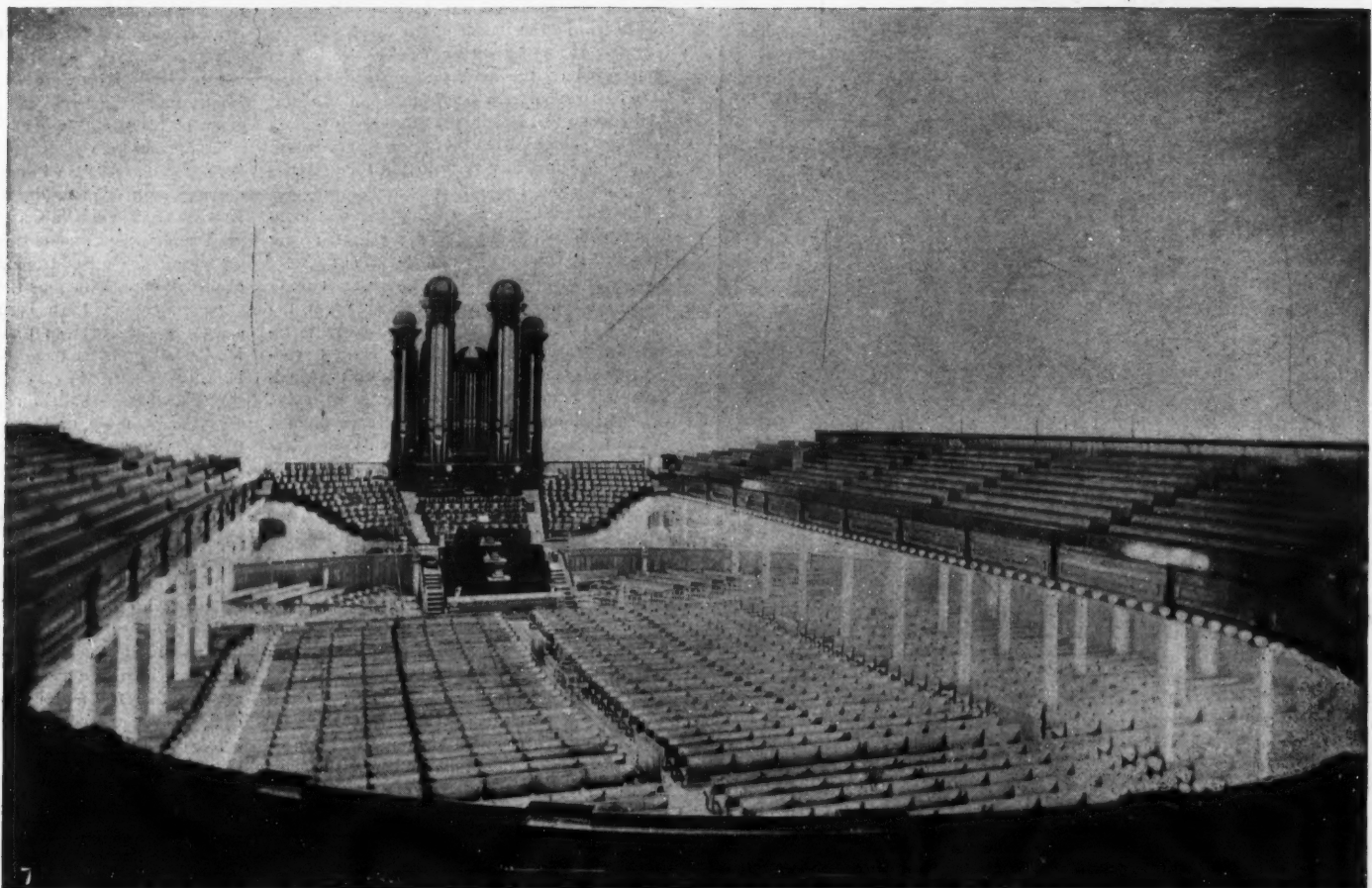
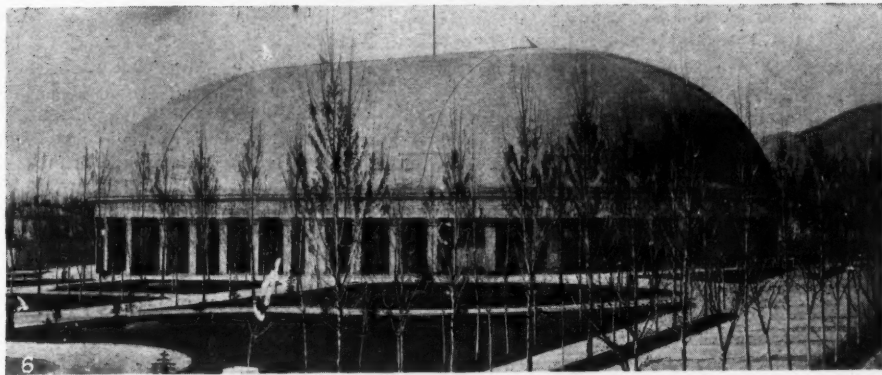
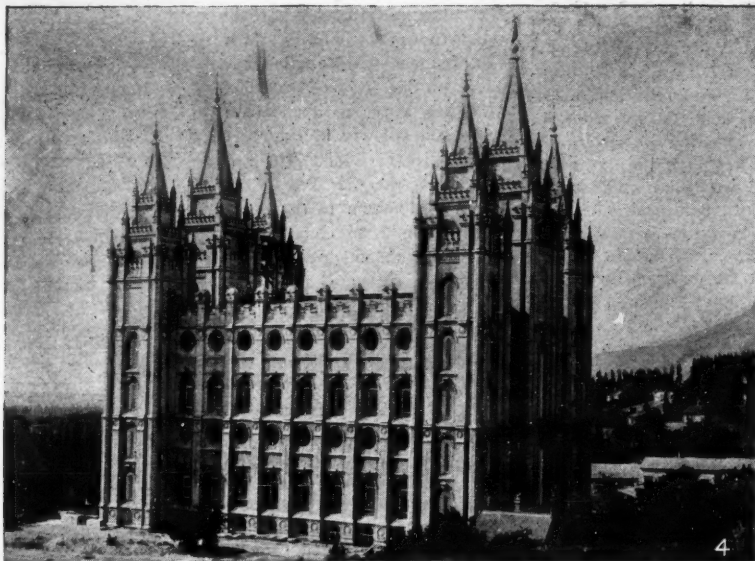
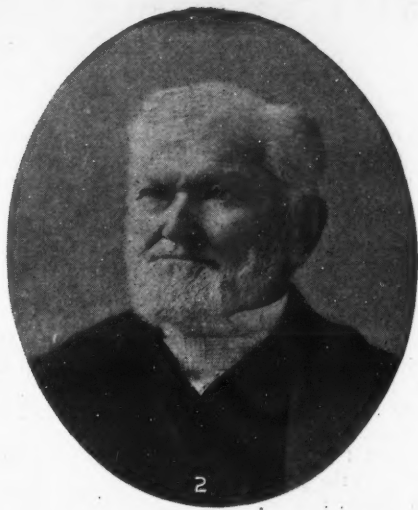
ON July 28th, 1847, four days after the Mormon pioneers emerged from the deep defiles of Emigration Cañon, after their wearisome march of 1,500 miles over trackless plains and unbroken mountain forests, and had cast their tents on the present site of Salt Lake City, their leader, Brigham Young, with a few of his colleagues walked about the camp, and on arriving at a certain spot he calmly viewed the surrounding sage-brush wastes, and then, suddenly planting his cane upon the ground, exclaimed: "Here will be the temple of our God!"

Nearly six years elapsed before work was commenced on the building proposed in this terse declaration. On April 6th, 1853, the first corner-stone was laid in the presence of several thousand people. Just forty years later it was declared finished and dedicated in the presence of a multitude of happy Latter-day Saints.

The building is a complete architectural innovation, and was designed by Brigham Young himself. It is built of grayish-white granite of a superior quality, hewn from a quarry twenty miles distant. For nearly twenty years the stone was hauled by oxen. Frequently it required four days and four yoke of cattle to convey a single stone that distance. With the building of the Union Pacific came a better method of transportation, and work progressed more rapidly.

The temple has cost many millions of dollars—how many it is difficult to state, as that information has never been officially announced. Viewing the structure as it stands to-day, the impression is given that it will stand without crack or quiver for a thousand years. It is probably the most massive and solid building in America. Its supporting walls are sixteen feet thick, and they penetrate the ground the same distance. The exterior walls are covered with various astronomical characters chiseled in the solid stone, such as the sun, moon, and earth in their different phases; the *Ursa Major* or great dipper; Saturn with his rings, and numerous other stars scattered among the battlements, all being typical of matters pertaining to the priesthood, but not generally understood.

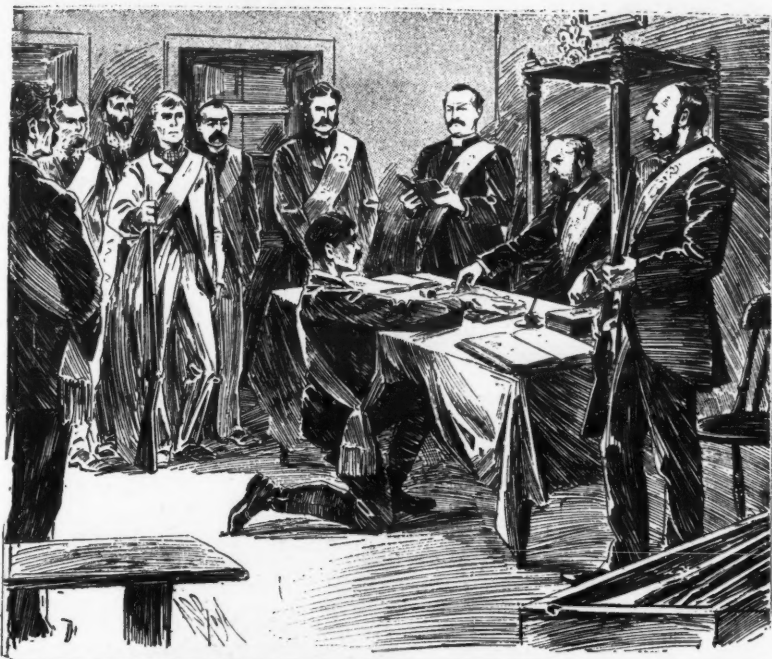
Surmounting the top of the east central tower is the figure of the angel Moroni. It is of copper, thickly covered with pure gold leaf. The figure is of large proportions, being about twice the size of an ordinary man. The idea attempted to be conveyed is that of a herald or messenger blowing a trumpet announcing the restoration of the Gospel at the ushering in of the dispensation of the fullness of time. The crown of



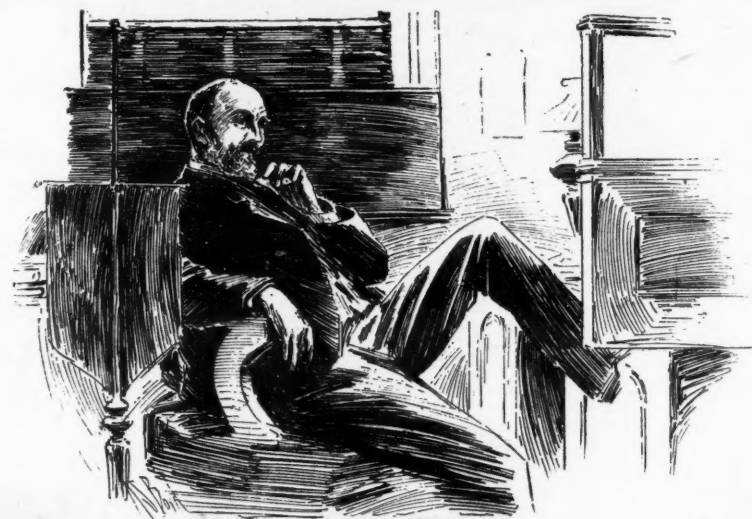
1. FIRST VICE-PRESIDENTIAL COUNCILOR GEORGE Q. CANNON. 2. PRESIDENT WILFORD WOODRUFF, HEAD OF THE CHURCH. 3. SECOND VICE-PRESIDENTIAL COUNCILOR, JOSEPH F. SMITH.
4. THE TEMPLE. 5. FIGURE OF THE ANGEL MORONI, SURMOUNTING A TOWER OF THE TEMPLE. 6. THE TABERNACLE—EXTERIOR. 7. INTERIOR OF THE TABERNACLE.

A MONUMENT OF MORMON FAITH AND ENDURANCE

THE TEMPLE AT SALT LAKE CITY, DEDICATED APRIL 6TH, AND THE TABERNACLE STANDING ON THE TEMPLE SQUARE.
FROM PHOTOGRAPHS—SEE PAGE 255.]



PEACE OR CIVIL WAR? ADMINISTERING THE ARMS OATH IN AN ORANGE LODGE.



"Our objections are to the whole principle of Home Rule."

PEACE OR CIVIL WAR? MR. THOMAS SINCLAIR, JR., ONE OF THE CHIEFS OF THE ULSTER CONVENTION LEAGUE.



PEACE OR CIVIL WAR? MURDO AND MURPHY AT DERRY, IN A GUNSMITH'S SHOP.



"I'LL JOIN YOUR GUN CLUB."

PEACE OR CIVIL WAR? A DUBLIN RECRUIT.



FROM DUBLIN TO BALLYSHANNON.



"AS THEY DID BEHIND THE WALLS OF LONDONERRY."



THE CHAIRMAN, MR. STEVENSON.



"LET US HAVE IT SOON AN SURE!"

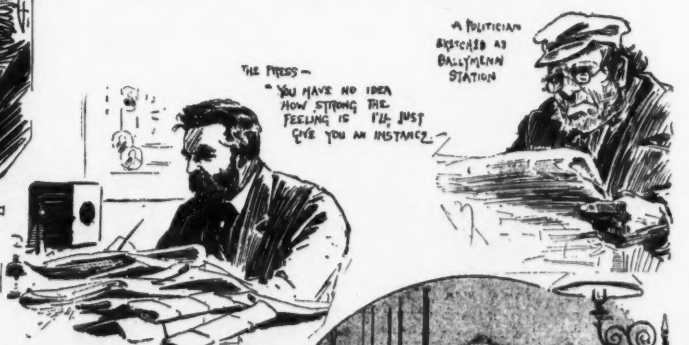


"PEACE OR CIVIL WAR? A MARKET-DAY MEETING OF UNIONISTS IN DUBLIN."

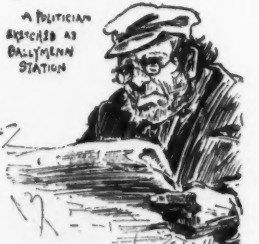


INTERIOR AT COMBER CO. DOWN. "QUITE CONTENT WITHOUT IT FOR ALL MY TIME."

PEACE OR CIVIL WAR? SOME ANSWERS FROM RURAL ULSTER.



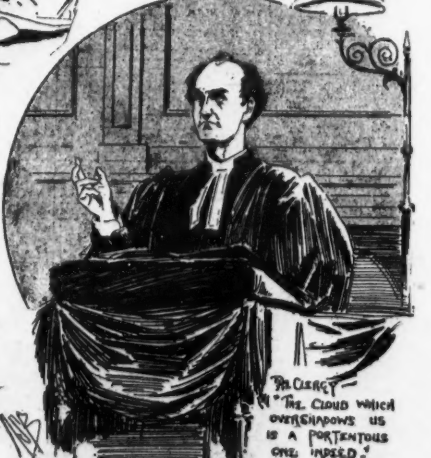
THE PRESS - "YOU HAVE NO IDEA HOW STRONG THE FEELING IS. I'LL JUST GIVE YOU AN INSTANCE."



A POLITICIAN RESEARCHED AS BALLYMENA STATION.



COMMERCE - "THE TIME FOR TALKING IS OVER. WE MUST ACT."

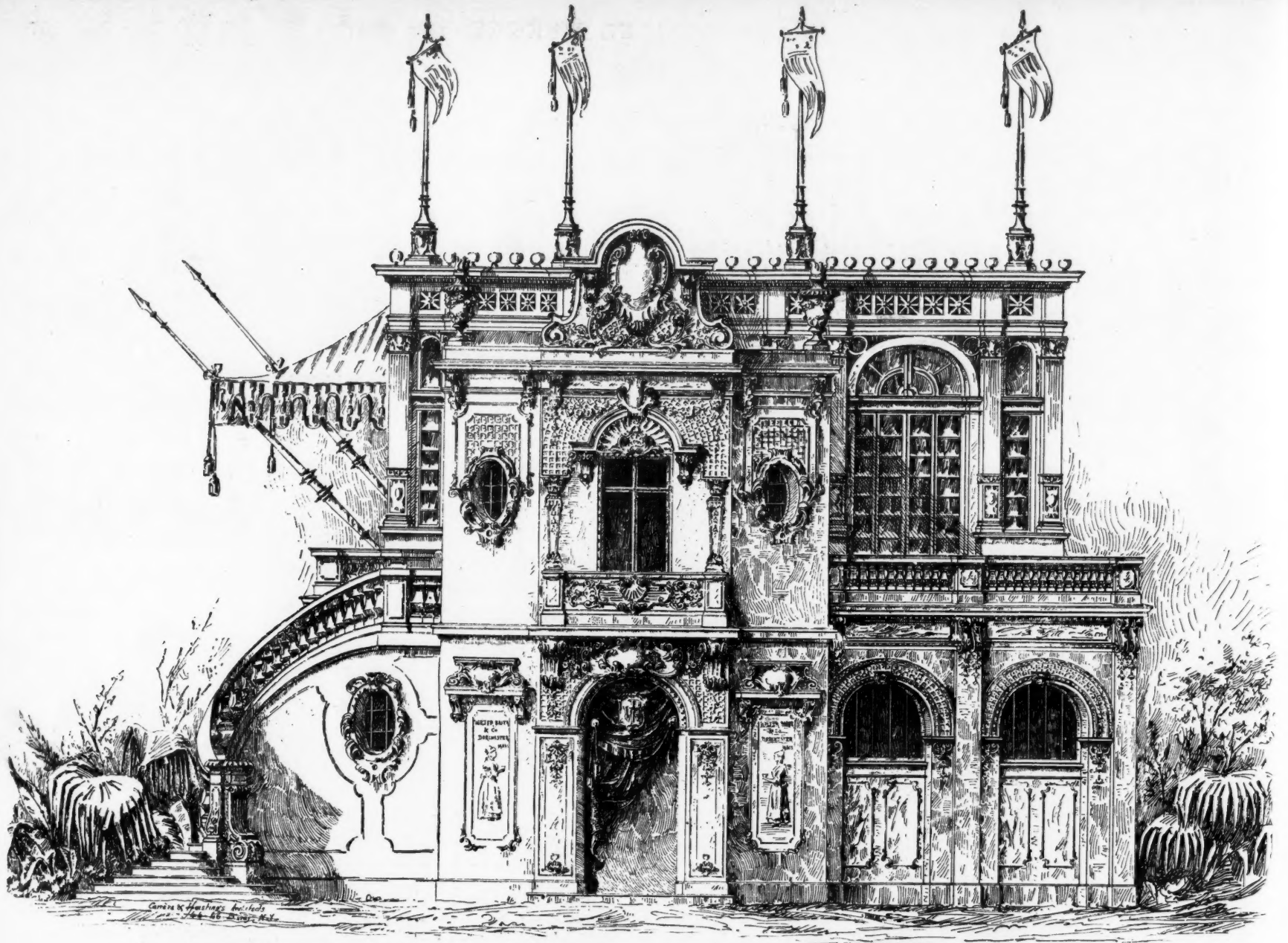


"THE CLOUD WHICH OVERSHADOWS US IS A PORTENTOUS ONE, INDEED."

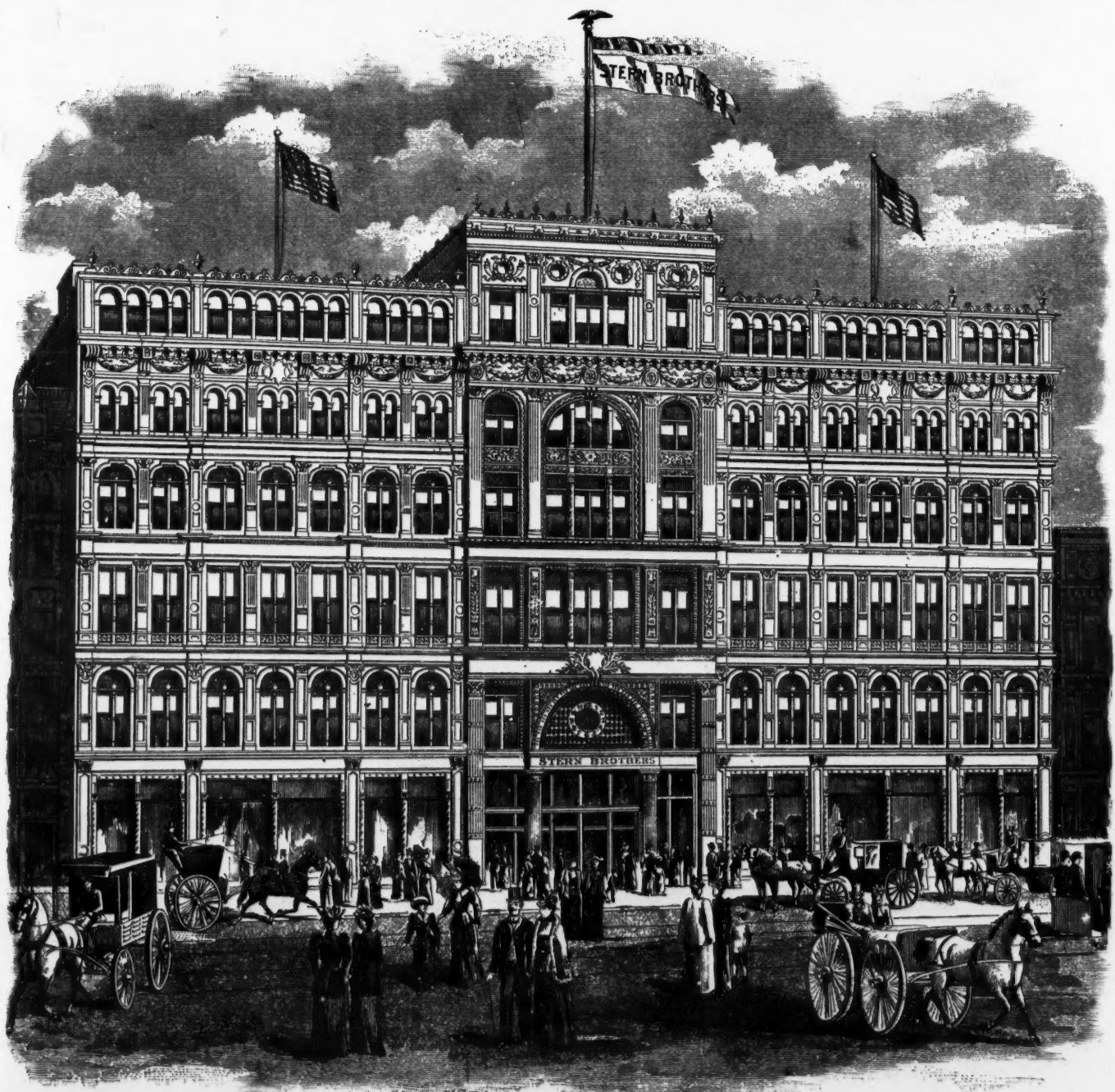
PEACE OR CIVIL WAR? HOW HEADS OF THE CHURCH, THE PRESS, AND COMMERCE IN BELFAST ANSWER THE QUESTION.

THE ANTI-HOME-RULE AGITATION IN IRELAND—IS IT TO BE PEACE, OR CIVIL WAR?—[SEE PAGE 251.]

(Illustrations reproduced from the London Daily Graphic.)



WALTER BAKER & COMPANY'S COCOA AND CHOCOLATE PAVILION—WORLD'S COLUMBIAN EXHIBITION.



STERN BROTHERS' NEW BUILDING.

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WALTER BAKER & CO.

UNDER a special concession from the World's Fair authorities, Messrs. Walter Baker & Co., of Dorchester, Mass., the well-known Cocoa and Chocolate Manufacturers, have erected in a conspicuous position on the fair grounds at Chicago the building shown in the accompanying cut. It was designed by Messrs. Carrère & Hastings, of New York, the architects of the Ponce de Leon at St. Augustine, and of many of the finest buildings in New York.

For the reason that the surrounding buildings at the Fair are so very large, and so classical and symmetrical in plan and character, it was thought best to adopt for Walter Baker & Co.'s Pavilion a style of architecture showing a good deal of detail, making this detail of a character so interesting as to attract attention, and so light and gay as to clearly express its purpose as a place of exhibit.

Two main entrances through arched vestibules lead from the ground floor into a large hall to be used as a café, in which Breakfast Cocoa will be served by young ladies dressed in the costume of Liotard's "La Belle Chocolatière." Small tables and chairs will be provided for the convenience of guests.

Hot and cold chocolate soda will also be served from counters in this room. The great variety of cocoa and chocolate preparations manufactured by Walter Baker & Co. will be exhibited in handsome show cases made especially for the purpose.

A broad and monumental flight of stairs, forming one of the principal motifs of the composition, will lead to the second story, part of which will be enclosed, forming another café, which will be served through dumb-waiters from the down-stairs department, and part of which is arranged in terraces, covered with awnings, to be used in connection with the café. A private office for the managers of the exhibit is also provided on this floor.

Special study has been made of the lighting of this building in the evening, so as to make it as attractive, gay, and bright as it will appear during the day.

The Cocoa and Chocolate Manufacturing Establishment of Walter Baker & Company, at Dorchester, Mass., is not only the oldest, but the largest of its kind on this continent. The mills belonging to this house are situated on the Neponset River, partly in the Dorchester district of Boston and partly in the town of Milton. The plant comprises five large mills (having a floor space of about 315,000 square feet, over seven acres), equipped with all the latest and most improved machinery. The full strength and the exquisite natural flavor of the raw materials are preserved, unimpaired, in all of Walter Baker & Company's preparations, so that their products may be truly said to form *The Standard for Purity and Excellence.*

STINSON JARVIS, NOVELIST.



STINSON JARVIS.

WE publish herewith the portrait of a New-Yorker who, as a novelist, is coming rapidly to the front—Mr. Stinson Jarvis, who recently won the thousand-dollar prize for the best novel entered in Laird & Lee's Chicago competition, in which over six hundred writers contested. Mr. Jarvis belongs to a family which has been American for two hundred and thirty-seven years—since Stephen Jarvis, an English lawyer, settled here in 1656. Prior to the last nine American generations, the family was English, and can be traced back to before the time of Henry VIII. This author approached the literary world with advantages. After a college education he traveled for a year, and at the age of nineteen wrote a large work on travel in Egypt, Syria, and other Oriental countries, which was dedicated to his patron, the Earl of Dufferin. Two subsequent sojourns in Europe assisted his chief study, namely, the study of men and life.

He then practiced nine years at the law, gaining his best successes in the criminal courts and in important extradition cases, in consequence of which he was appointed to act judicially in extradition matters. During leisure moments he wrote, about this time, the novel "Geoffrey Hampstead," lately published by the Appletons. This was the most widely reviewed and praised novel of its year in this country; and its further success in England and Canada aided in leading the author to abandon the law for the literary life.

The work which now takes the prize is called "Dr. Perdue." Some of the characters in it appeared before in "Geoffrey Hampstead," and will be welcomed as old friends. Both novels deal very largely with yachting, though it is clear that the author uses his yachts, which are always charming, to develop the plots and bring out the deeper purposes of his books. Like William Black and Clarke Russell, Stinson Jarvis is a novelist who sails his boats in his books—these being made as interesting to proficient yachtmasters as to ladies.

STERN BROTHERS.

AMONG the many princely structures erected in the city this year none surpasses the building of Messrs. Stern Brothers (an illustration of which appears on the opposite page) in beauty of design and adaptability for the purposes for which it was constructed. Some fifteen years ago, Messrs. Stern Brothers, foreseeing the great advantages of Twenty-third Street as a business thoroughfare, removed there from Sixth Avenue, their building being the first devoted to trade on this street; and since then their constantly-increasing business has compelled them, from time to time, to make extensive additions and improvements to their edifice, so that now they have the largest and finest establishment in the country devoted exclusively to the retail dry goods trade.

The exterior needs no comment; its admirable proportions and beautiful lines speak for themselves; the magnificent vestibule at the Twenty-third street entrance, framed in mahogany and with a flooring of mosaic tiling, attracts special attention. In the ceiling of this vestibule are placed electric lights which brilliantly illuminate it at night.

A large and beautiful dome in the centre of the building furnishes abundant light to every floor, thus solving a problem which has long perplexed dry goods people, and which, by obviating the necessity of going near the door to match colors, will prove a great convenience to customers.

Eight commodious passenger elevators afford ready access to the different floors.

Another improvement which Messrs. Stern Brothers introduced some time ago, and which they have perfected in their new building, is the pneumatic cash-service system, for which they have had constructed the largest plant of this kind ever made, enabling them to have money sent to the cashiers and the change returned to customers with lightning rapidity; a boon which ladies will appreciate. Nor has the comfort of the employees been forgotten; cheerful and well-appointed lunch and toilet rooms being provided for them.

The mail-order department is one of the greatest efficiency and usefulness. This department is designed for the convenience of those out of town who wish the benefit of metropolitan stock and prices, and who are not able to attend to it in person. Such customers will find the mail-order department their readiest helper. Its staff consists of fifty persons, each one in charge of some one department in which he or she is an expert. Orders received by mail are given to the expert under whose special department the order falls, and the greatest care and taste and judgment are exercised in filling such orders as nearly as possible as they would be filled under the supervision of the person ordering.

One will be well repaid in a visit to this dry goods palace, both in studying the architectural arrangement and in looking over the marvelous assemblage of rich goods the house is noted for keeping.

THE CONSUL-GENERAL TO MEXICO.

EX-GOVERNOR THOMAS T. CRITTENDEN, of Missouri, who has been appointed Consul-General at the City of Mexico, has been for a number of years the victim of a mistake. He was Governor of Missouri at the time when the James boys had that State in a condition of fear and trembling. Governor Crittenden determined to rid the State of the James-boy curse, and he employed the Ford brothers to go out and find Frank and Jesse James, arrest them, and bring them in. The shooting of Jesse James from behind by Bob Ford effectually disposed of the James-boy question, but it brought down on Governor Crittenden's head a storm of criticism and abuse. It was generally believed that the Governor had deliberately hired Ford to assassinate James. From the effects of this incident grew a prejudice against Governor Crittenden which was the chief obstacle to his recognition by the first Cleveland administration. Mr. Crittenden retired from the Governor's chair to practice law in Kansas City. At the beginning of this administration he visited Washington, and Mr. Cleveland was so charmed by his personality that he waived the objection that Mr. Crittenden was not a Spanish scholar, and appointed him Consul-General to the City of Mexico. The place is worth about \$11,000 a year, though the salary is only \$4,000. Mr. Crittenden could have been Third Assistant Secretary of State, but he preferred the consular appointment.



THOMAS T. CRITTENDEN.



Lovers

of Good, Sweet BUTTER

who desire it with all the delicious taste that it has coming from the creamery should order it packed in the Record Tight Tin-Lined Butter Package

because it is sweet and clean and gives no package taints, and butter keeps longer in it than in any other package. For further information address the

RECORD MFG. CO., Conneaut, O.

Marion Harland's

able article on Soup Making (HOUSEKEEPER'S WEEKLY, Feb. 11, 1893) deals with all kinds of Preserved Soups.

The following is an **EXTRACT** from same:

"I have tried every variety of 'White Label' Soups and found all invariably admirable."

A Copy of the Complete Article will be Mailed Free.

On receipt of price we will ship, express paid, our "White Label" Soups in case lots to any part of the United States reached by express. Delivered prices: Quarts \$3.00 per dozen, Pints \$2.00 per dozen, 1/4 Pint \$1.50 per dozen.

Consomme, French Bouillon, Julienne, Printanier, Mutton Broth, Vegetable, Mulligatawny, Chicken, Chicken Gumbo, Beef, Purée of Green Peas, Tomato, Kidney, Ox-Tail, Mock Turtle, Purée of Game, Solo Purée, Assorted.

Send 10 Cents and the name of your Grocer for Sample Can.

ARMOUR PACKING CO.
SOUP DEPARTMENT,
KANSAS CITY.

RETAIL 25¢ PER QUART

G LISTENING PEARLS

SO PURE, SO SWEET; SHE was indeed A BEAUTIFUL GIRL. Every feature was the personification of

PERFECT HEALTH.

BREATH AS FRAGRANT AS ROSES; LIPS RUBY RED AND TEETH LIKE GLISTENING PEARLS. Ask her for THE SECRET OF HER CHARMS, and she will tell you they are due to THE DAILY USE of

CONSTANTINE'S PERSIAN HEALING PINE TAR SOAP.

For the Toilet and the Bath, and as a purifier of the Skin, this WONDERFUL BEAUTIFIER has no parallel. Every young lady who realizes THE CHARM OF LOVELINESS, has but to patronize this POTENT AGENT to become a

Queen Among Queens.

For Sale by Druggists.

THE virtues of Calisaya reside in certain active principles which are associated in the bark with inert, nauseous and astringent matter.

CALISAYA LA RILLA

contains all the virtues of the bark in a most delightful and effective cordial.

Great Western

The Finest CHAMPAGNE In America.

Now used in many of the best Hotels, Clubs and Homes in Preference to Foreign Vintages.

A home product which Americans are especially proud of.

One that reflects the highest credit on the country which produces it.

Address, Pleasant Valley Wine Company, RHEIMS, Steuben Co., New York.

Said the Owl

to himself, "If the moon I could get, whenever I'm dry my throat I could wet; The moon is a quarter—with a quarter I hear; you can purchase five gallons of

Hires' Root Beer.

A Delicious, Temperance, Thirst-quenching, Health-Giving Drink. Good for any time of year.

A 25c. package makes 5 gallons. Be sure and get HIRE'S.

THE MOST COMFORTABLE ROUTE BETWEEN Chicago and Buffalo.

THE LAKE SHORE ROUTE

"The best is aye the cheapest."

Avoid imitations

of and substitutes for

SAPOLIO

It is a solid cake of scouring soap. Try it in your next house-cleaning.

RESERVATIONS OF PULLMAN ACCOMMODATIONS FOR THE WORLD'S FAIR ON THE PENNSYLVANIA RAILROAD.

The Pennsylvania Railroad Company announces that arrangements have been perfected whereby passengers intending to go to Chicago may reserve their Pullman-car accommodations in advance. Passengers taking a train at New York may reserve the requisite Pullman space one month in advance of departure; those from other points on the system two weeks in advance. This arrangement may be made upon application to ticket agents of the Pennsylvania Railroad, who, after securing the space, will deliver a reservation slip to the passenger. Passengers thus reserving space in advance will be required to purchase their tickets seven days before the date of departure, otherwise the reservation will be considered as forfeited.

Accommodations in Pullman cars for the return trip may also be secured upon application to ticket agents of the Pennsylvania Railroad.

The arrangement will prove a great benefit to visitors to the World's Fair.

THE Chinese brain is heavier on the average than any other kind; but the Chinese are adepts in deception and conceal the fact with great success.—Judge.

THE most elegant train in New England—the Springfield Line "Mid-day Limited"; only five hours and forty minutes between New York and Boston.

A MASKED BALL.

"PAPA, what is a masked ball?"

"Whisky as it is served in Maine. It goes as tea."—Judge.

THE PALM.

If it comes to brewing beer, St. Louis carries the palm in her "Pet," the Anheuser-Busch Brewery. The Casino Restaurant Company, owners of the entire restaurant privileges of the World's Fair, in order to satisfy the best connoisseurs, gave the entire contract for the supply of beer to the Anheuser-Busch Brewing Association.

MR. KELLY has come to the front with an excellent publication called "Current Art and Architecture," the first number of which is before us. The subject-matter treated in Mr. Kelly's publication is remarkably good and varied. Some of the half-tone reproductions are not as well printed as they might be, but we may allow for a thing of this kind in the first number. The journal seems to be ably edited, and covers a wide field, and if the succeeding numbers maintain the excellent quality of the first, we see no reason why it should not have a brilliant future. It is just such a magazine as is needed in New York to-day. Notable among its contents are the reproductions of Evert van Muyden, an artist who bids fair to rival Barry in his delineation of animal life.

The Schomer Piano is the prime favorite for artists for both concert and private use.

CRYING BABIES.

SOME people do not love them. They should use the Gail Borden Eagle Brand Condensed Milk, a perfect infant food. A million American babies have been raised to manhood and womanhood on the Eagle brand. Grocers and druggists.

Use Dr. Siegert's Angostura Bitters, the renowned appetizer, of exquisite flavor.

Brown's Household Panacea, "The Great Pain Reliever," for internal and external use; cures cramps, colic, colds; all pain. 25c.

Mrs. Winslow's Soothing Syrup

has been used for over fifty years by millions of mothers for their children while teething with perfect success. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea. Sold by druggists in every part of the world, twenty-five cents a bottle.

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria.



Are unequalled for smooth, tough points. Samples worth double the money for 18c. Jos. Dixon Crucible Co., Jersey City, N. J. Mention FRANK LEE'S WEEKLY.

Thin Children Grow Fat

on Scott's Emulsion, because fat foods make fat children. They are thin, and remain thin just in proportion to their inability to assimilate food rich in fat.

Scott's Emulsion

of Cod Liver Oil is especially adaptable to those of weak digestion—it is partly digested already. Astonishing how quickly a thin person gains solid flesh by its use!

Almost as palatable as milk.

Prepared by Scott & Bowne, N. Y. All druggists.



BEAUTY AND PURITY.

Beauty of skin and purity of blood go hand in hand. No greater blessing than a skin without blemish, and a body nourished by pure blood, is vouchsafed to man or woman. It is the foundation of health and happiness. To cleanse the blood, skin, and scalp of every eruption, impurity and disease, and restore the hair, no agency in the world of medicine is so speedy, economical and unfailing as the CUTICURA REMEDIES. Everything about them inspires confidence. They are absolutely pure, and may be used on the youngest infant. They afford immediate relief in the most agonizing of itching and burning eczemas, and other itching, scaly and crusted skin and scalp diseases. They prevent inflammation and clogging of the pores, the cause of pimples, blotches, black-heads, red, rough and oily skin. They speedily cure humors of the blood and skin, with loss of hair, whether simple scrofulous, hereditary, or ulcerative. They cleanse the system of all impurities by internal and external medication, and constitute the most effective treatment of modern times.

Sold everywhere. Price: CUTICURA, 50c.; SOAP, 25c.; RESOLVENT, \$1.00.

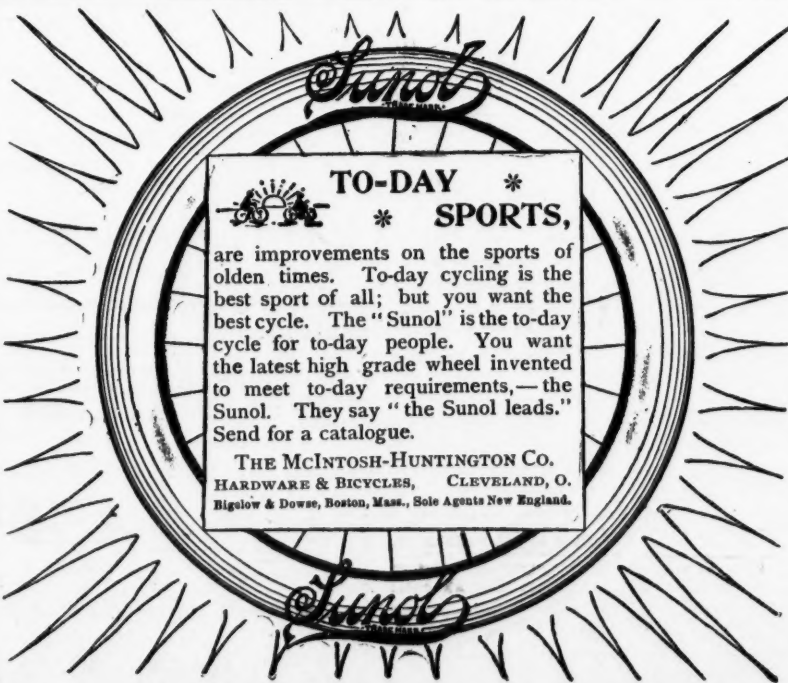
Prepared by POTTER DRUG AND CHEMICAL CORPORATION, Boston.

"All About the Skin, Scalp, and Hair," 64 pages, 300 Diseases, mailed free.

BREAKFAST-SUPPER!
EPPS'S
GRATEFUL-COMFORTING.
COCOA
BOILING WATER OR MILK.

BEATTY Organs, 27 stops, \$22. Pianos, \$150. Call free. Daniel F. Beatty, Washington, N. J.

THE FRENA The simplest and best cut film English Magazine Camera for expert or beginner. Write for description to Williams, Brown & Earle, Philadelphia.



ITS COMPETITORS OUTDISTANCED.

ANHEUSER-BUSCH IN THE LEAD.

AT THE WORLD'S FAIR.



Anheuser-Busch Beer will hold the post of honor at the World's Fair, it having been decreed so this week. The edict is by authority of the Fair Directors, and the same has been communicated to President Adolphus Busch of the Brewing Association through President Ernest Sadler of the Columbian Casino Restaurant at the World's Fair grounds. Not only is this beer selected as against competition from Milwaukee, Toledo, St. Louis, New York, Chicago and elsewhere, but the indorsement of superior quality is supplemented by an agreement to pay \$2 a barrel more for the Anheuser-Busch beer than for the next highest priced beer competing.

NEW YORK DEPOT, O. MEYER & CO., 104 BROAD ST.

PLENTY OF ROOM.

WIFE—"I shall have to ask you to let me have another one of your closets, dear, because, you know, I am selecting material for a new ball-dress."

Husband—"But, Maria, your ball-dress isn't going to take up a whole closet."

Wife—"No, dear, but the samples will."—Judge.

INCURABLE.

VISITOR (in the asylum)—"That seems to be a rather intelligent-looking man. What's his delusion?"

Attendant—"He is afraid he's going to live to see his son break his will so that all his property won't go to the lawyers."—Judge.

Stern Bros.

Invite attention to their

Spring Importations of

High Class

French Lingerie

in the new

Empire and

Directoire Styles

of Silk, Nainsooks

Lawns and Percales.

Also

Exclusive Novelties

in

Peignoirs

Matinees and

Blouses

West 23d St.

IT'S A QUEER WOMAN



—who cannot understand the benefit to be derived from the use of Doctor Pierce's Favorite Prescription. Did you ever see a sickly woman with bright eyes, clear skin, and rosy cheeks? Or a healthy one without them? A woman can live in full health, do more work, have more pleasure, amount to more, by taking the "Prescription."

When the bodily functions are not regular the woman is delicate.

As a support for nervous, exhausted, overworked women, it's an invigorating tonic, a soothing and strengthening nerve; besides, it lessens pain. It's the only remedy for woman's chronic weaknesses and irregularities that's guaranteed to benefit or cure, or the money paid for it refunded.

If suffering from Catarrh try Dr. Sage's Remedy. \$500 reward if you can't be cured.

BOUQUET

MAY-BELLS

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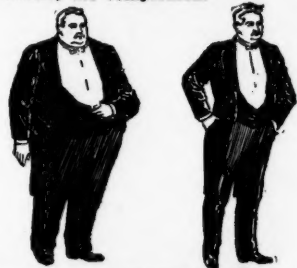
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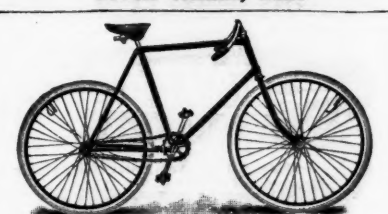
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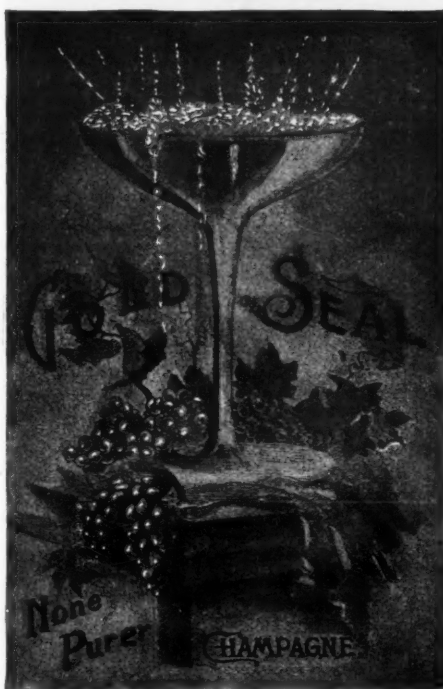
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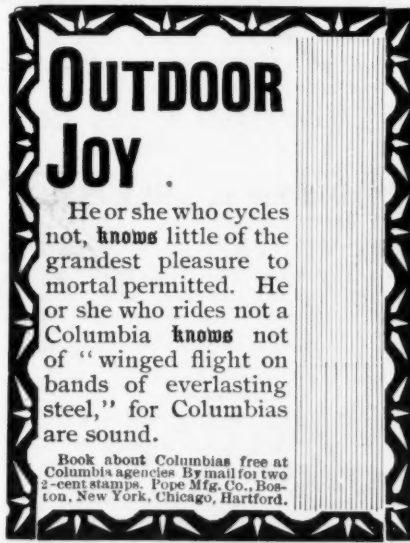
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